The Hong Kong Daily Press

No. 8339 第八千三百三十九號 光緒十年七月二十日 HONGKONG, FRIDAY, SEPTEMBER 12TH, 1884. 五拜禮 香港英文九月十二號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

None.

CLEARANCES.

AS PER HARBOUR MASTER'S OFFICE. 11TH SEPTEMBER.

None.

DEPARTURES.

None.

PASSENGERS.

TO DEPART.

Per *Brindisi*, str., for Shanghai.—Mr. Thos. E. Moore.

Per *Teheran*, str., for Yokohama.—H.E. Sir Geo. Bowen and servant, The Comtede Bezaure and Mdme. Bezaure, and Mr. B. Lucas.

Per P. & O. str. *Thames*, from Hongkong.—For Singapore.—Mr. F. J. W. Isaacson. For Bombay.—Mr. Tata. For Plymouth.—Mr. Wm. Howett. For Marseilles.—Mr. R. B. Allen. For London.—Mr. and Mrs. Forbes Angus, Mr. and Mrs. John Calder, Commander E. L. Groome, R.N., Capt. John R. Fullerton, R.N., and steward, Messrs. Finlay-Sinclair, Arthur Norfolk, and J. B. Murray. From Shanghai.—For Penang.—Mr. G. L. Harrison. For Suez.—Mr. P. Kallenberg. For Venice.—His Excellency and Mrs. Hsü, child, and suite. For London.—Rev. Mr. and Mrs. Ellwyn and family, Miss. Marsh, Mr. and Mrs. Edwardes, Messrs. F. Hague, Gammon and F. Kennedy.

REPORTS.

None.

THE

HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, 500,000 DOLLARS,

IN 10,000 SHARES OF $50 EACH, $5 PAYABLE ON APPLICATION, $10 ON ALLOTMENT, AND THE REMAINDER BY CALLS AS REQUIRED.

PROVISIONAL COMMITTEE:

THE HON. W. KESWICK (CHAIRMAN).
THE HON. T. JACKSON.
THE HON. E. D. SASSOON.
C. P. CHATER, Esq.
WM. DANBY, Esq.
W. H. FORBES, Esq.
W. K. HUGHES, Esq.
A. B. JOHNSON, Esq.
J. A. MOSELY, Esq.
WM. WOTTON, Esq.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

ENGINEERS:

WM. DANBY, Esq., M. INST. C.E.
R. K. LEIGH, Esq., ASSOC. M. INST. C.E.

SOLICITORS:

MESSRS. BRERETON, WOTTON, AND DEACON.

TEMPORARY OFFICES:

13, PRAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

This Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Special Ordinances (Nos. 6 and 18 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration; the easy gradients of its principal street, (the main thoroughfare from the East to the West ends, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effectual control, having more power of overcoming gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Forms of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEERS,
No 13, PRAYA CENTRAL,
HONGKONG.

Applications for Shares will be received until the 30th September. [1480

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1884, on or before the 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 19th August, 1884. [1552

AMER INDIEN.

DELICIOUS AND APERIENT, only prepared with QUINQUINA. Excellent specific against Fever, and promotes digestion. WINES, LIQUORS, SYRUPS of the best Brands.
RENE COINT,
Sole Agent of MM. Eug. Raymond & Co., of Marseilles.
HAIPHONG TONQUIN. [1334

BITS OF OLD CHINA. BY WILLIAM C. HUNTER, AUTHOR of the "Fan Kwei at Canton" will shortly be published, and Applications for Copies, price TWO DOLLARS each, should be Addressed to
"A. C. H."
Care of *N.-C. Herald*, Shanghai.
Shanghai, 21st July, 1884. [1324

BUDDHISM: ITS HISTORICAL THEORETICAL AND POPULAR ASPECTS. BY E. J. EITEL, PH. D.
THIRD EDITION, Revised with Additions.
Price ..... $1.50.
LANE, CRAWFORD & Co.,
Hongkong.
Hongkong, 21st August, 1884. [1562

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.
Kilmarnock and London, } 16th November, 1883.
JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles.
SIEMSSEN & Co.
Hongkong, 18th January, 1884. [16

INTIMATIONS.

HIGH CLASS FURNITURE
FROM
THE FURNITURE EXHIBITION,
LONDON, 1884.

SELECTED by the Special Agent of THE HALL & HOLTZ CO-OPERATIVE COMPANY.

Specimens of the Latest Styles in
ARTISTIC FURNITURE,
SUBSTANIAL,
ELEGANT, AND
MODERATE IN PRICE.
SUITABLE FOR
HALL, LIBRARY, DINING ROOM, DRAWING ROOM, BOUDOIR, OR BEDROOM.

REAL INDIAN, PERSIAN, SMYRNA AND OTHER EASTERN RUGS.
FURNITURE COVERINGS of every description.

The above GOODS will be on view on and after TUESDAY next, the 2nd September, At Messrs. LANE, CRAWFORD & Co.'s.

The Representative of the HALL & HOLTZ CO-OPERATIVE COMPANY, who is at present in Hongkong, will be happy to give Estimates and Designs for furnishing throughout; or any information desired.

Hongkong, 26th August, 1884. [32

KELLY AND WALSH have just Published

PRACTICAL AND INDUCTIVE BOOK-KEEPING, by J. L. Hart Milner, compiled with special reference to the requirements of trade in China and the Far East, Demy 8vo., 470 p.p., $5.

WESTERN CIVILIZATION; by Dr. E. Faber, a contrast between Christian and Chinese Civilization. Printed in Chinese in 5 Books, $2.

LECTURES ON BUDDHISM, by Dr. E. J. Eitel Third Edition, Crown 8vo., $1.50.

A HAND BOOK FOR TRAVELLERS TO JAPAN, by Satow and Hawes, on the plan of Murray's well known Guides, 2nd Edition revised, with Maps and Plans, $6.

The Hongkong Blue Book 1883, $2.

Hongkong Administrative Reports, 1883, $1.

AN ITINERARY OF THE SIBERIAN OVERLAND ROUTE, by James Acheson, 20 cents.

KELLY & WALSH.—HONGKONG. [25

W. BREWER has just received from America

The Domestic Type Writer.
Wilcox's Target Guns, a capital Gun for Boys.
500 Lovell's Library the best and cheapest series of American Reprints.
500 Seaside Library, all the newest.
The Concert Autophone.
All Pitson's Collections of Music.
A quantity of beautiful subjects in Engravings very cheap.
A New Shipment of Kenney Bros. Cigarettes.
Cheaper Stylographic Pens.
A New Estey Organ specially adapted for the climate.
A quantity of real Novelties in Mechanical and other Toys.
A quantity of Novelties such as Distorting Mirrors, Magic Fans, Cabinets of Magic, Trick Cards, &c.
A fine selection of Artistic Goods "Ideal Heads," Panels, &c.
Framed Statuary Pictures.—Very beautiful.
New Satin Birthday Cards.
Quantities of New Books.

W. BREWER,
26] Queen's Road.

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he has re-opened the
HOTEL DE L'UNIVERS
The whole of the Rooms have been NEWLY FURNISHED throughout, and there are Rooms suitable for either Married Couples or Single persons.

The TABLE is supplied with the best the market can provide.

The WINES and LIQUORS supplied, both at the bar and table, are of the VERY BEST BRANDS.

Gentlemen desirous of taking meals, such as TIFFINS and DINNERS, can have all requisite information by applying to
GEORGE STAINFIELD,
Proprietor.
Hongkong, 28th February, 1884. [448

A FONG, PHOTOGRAPHER, HAS A LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from his Studio, or Messrs. KELLY & WALSH's Store.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily.

Also,

A Complete Set of PHOTOGRAPHIC VIEWS of Macao with the "Great Procession" in honour of the God of War. Also some VIEWS of the late Grand Parade on Queen's Birthday.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [45

A FONG, PHOTOGRAPHER,
Queen's Road,
Begs to inform the Residents of Victoria and the Public generally that he has secured the assistance of an experienced European Operator in Mr. ROBERT DOUGLAS, whose Artistic Portraiture is well known in China.
N.B.—Mr. DOUGLAS intends to introduce all the leading improvements in Modern Photography.
Hongkong, 25th August, 1884. [1583

SINGER'S SEWING MACHINES PATENTED.
DIPLOMA OF HONOUR—AMSTERDAM EXHIBITION.
SOLE AGENCY IN HONGKONG:
"CITY OF MANILA,"
61, Queen's Road Central,
Where MACHINES of the best qualities are on Sale, Price very Moderate.

MANILA CIGARS, &c., of all kinds, of the best qualities, guaranteed.

Reina Victoria	Brevas—Perla.
Non Plus Ultra	Senoritas—Cometa.
Regalia del Oriente	Imperiales—Perla.
Caballeros—Cometa	Imperiales—Cometa.
Londres—Cometa	Nuevo Habano—do.
Princesas—Cometa	Do. Cortado—do.
Princesas—Perla	And many other varieties.
Veguerds—Cometa	

Hongkong, 4th September, 1884. [1659

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [26

BANKS.

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH) are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule, in duplicate, giving the date of Issue, Number, and amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION
By his Attorneys
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, 4th August, 1884. [1450

THE ORIENTAL BANK CORPORATION.

THE ASSETS REALISATION COMPANY, LIMITED, 75, LOMBARD STREET, London, are Prepared to treat for the Purchase of Deposit Notes, Credit Balances, Acceptances, and Bank Notes of the above Corporation.

BIRLEY, DALRYMPLE & Co.
Hongkong, 29th August, 1884. [1618

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	400,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:
Chairman—A. P. MCEWEN, Esq.
Deputy Chairman—Hon. E. D. SASSOON.

H. L. Dalrymple, Esq.	A. McIver, Esq.
H. Hoppius, Esq.	M. E. Sassoon, Esq.
M. Grote, Esq.	W. H. Forbes, Esq.
Hon. W. Keswick	C. D. Bottomley, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 25th August, 1884 [7

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250, at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be allowed to Depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 26th April, 1884. [844

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

IN THE MATTER OF WONG TSUK LUM—A BANKRUPT.

NOTICE.—WONG TSUK LUM, a Bankrupt, having passed his last examination, the hearing of the application for his Order of Discharge stands adjourned until MONDAY, the 15th day of September, at 11 o'CLOCK in the FORENOON.

Dated the 29th day of August, 1884.
HENRY J. HOLMES,
Solicitor,
Acting in the Bankruptcy,
1626] 24, Queen's Road.

TARACHAND THAWARDAS & Co.
HAVE FOR SALE
CHOICE INDIAN, CHINESE, AND JAPANESE GOODS,
in great variety.
Also a large quantity of MANILA CIGARS, all brands and qualities, wholesale or retail, at lowest prices.
No. 26, QUEEN'S ROAD, HONGKONG. [1253

AUCTION.

PUBLIC AUCTION.

SAYLE & Co. will continue their Public Auction

THIS DAY,
the 12th September, 1884.
WHEN THEY WILL CONTINUE SELLING
the SHOW ROOM STOCK,
Comprising:—
FLANNELS, LONG CLOTHS, DRESS MATERIALS, HABERDASHERY, and LADIES' GENERAL OUTFITTING GOODS, &c., &c., &c.
SAYLE & Co.,
"Victoria Exchange."
Hongkong, 6th September, 1884. [1657

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. AYRES to Sell by Public Auction, on

MONDAY,
the 15th September, 1884, at 2 P.M.,
at his late Residence, No. 4, Cains Road,
SUNDRY HOUSEHOLD FURNITURE, &c.

Comprising:—
CHIMNEY GLASSES, CONSOLE GLASSES, with MARBLE TOP STANDS, BRONZE GASALIERS and GAS BRACKETS, PUNKAHS, English-made ROUND CENTRE TABLE, BOMBAY BLACKWOOD CARVED SIDE TABLES, and CARD TABLES, BLACKWOOD MARBLE TOP TEA POYS.

ENGLISH-MADE WALNUT CANTERBURY, ENAMELLED MUSIC STAND, CABINET, VASES and ORNAMENTS, GLASS BOOK CASES, English-made LADY'S WRITING TABLE, WINDOW CURTAINS and CORNICES, CARPET, and RUGS.

SINGLE IRON BEDSTEAD, WARDROBES, CHEST OF DRAWERS, MARBLE TOP TOILET TABLE and WASHSTAND, CHEVAL GLASS, CHAIRS, and PICTURES.

A SEMI-GRAND PIANO, by SRARD, London.
A LAWN MOWER,
&c., &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th September, 1884. [1711

FOR SALE
BY
PUBLIC AUCTION,
BY ORDER OF THE MORTGAGEE, ON
TUESDAY,
the 16th September, 1884,
At 3 o'CLOCK, P.M.
At the Premises,
By Mr. J. M. ARMSTRONG, Auctioneer.

ALL that Portion of INLAND LOT No. 34, Registered in the Land Office as Section D of INLAND LOT No. 34. Together with the Messuage and Shop thereon known as No. 2, Pottinger Street. Inland Lot No. 34 is held from the Crown for the residue of a Term of 999 years created by Indenture of Crown Lease and Extention thereof dated respectively 23rd April, 1884, and 19th January, 1850. The Premises are subject to the payment of the yearly Crown Rent of $26 19 cents part of the Crown Rent payable in respect of the entire Lot, and are sold subject to the existing tenancy thereof

For further Particulars and Conditions of Sale, Apply to
C. EWENS,
Solicitor for the Mortgagee.
Hongkong, 4th September, 1884. [1658

PUBLIC AUCTION
OF
VALUABLE LEASEHOLD PROPERTY,
IN LADDER STREET.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on

FRIDAY,
the 19th September, 1884, at 3 P.M.,
on the Premises.

ALL that Piece or Parcel of GROUND Registered in the Land Office as INLAND LOT No. 398 with the 8 HOUSES erected thereon, Nos. 1, 2, 3, 4, 5, 6, 7, & 8, Ladder Street, and held for the residue of a Term of 999 years, subject to the due Proportion of the Crown Rent.

The above Premises will be offered for Sale in Four Lots, as follows:—

Lot 1, the Tenements Nos. 1 & 2, Ladder Street.
Lot 2, the Tenements Nos. 3 & 4, Ladder Street.
Lot 3, the Tenements Nos. 5 & 6, Ladder Street.
Lot 4, the Tenements Nos. 7 & 8, Ladder Street.

The LOTS will be Sold subject to the existing Lettings and Tenancies thereof respectively.

For Sale plan, Further Particulars and Conditions of Sale, apply to
BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 11th September, 1884. [1702

INTIMATIONS.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

SHAREHOLDERS are requested to send in their PROVISIONAL CERTIFICATES to the Undersigned, by the 15th instant, in Order that they may be EXCHANGED for FULLY PAID-UP SCRIP.

All Communications to the Company, on and after the 1st of October next, should be addressed to Mr. ALEXANDER BAIN, Manager, at the Works, Bowrington.

WILLIAM LEGGE,
Acting Secretary.
Hongkong, 2nd September, 1884. [1648

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at Company's HOTEL on MONDAY, the 29th instant, at 3 o'CLOCK P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1884.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 29th instant, both days inclusive.

By Order of the Board of Directors.
LOUIS HAUSCHILD,
Secretary.
Hongkong, 9th September, 1884. [1692

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1884. [1635

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [19

INTIMATIONS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(INCORPORATED UNDER THE COMPANIES ACTS 1862 TO 1883, WHEREBY THE LIABILITY OF THE SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES).

CAPITAL £2,000,000

FIRST ISSUE OF 1,00,000 SHARES OF £10 EACH,

Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

PAYABLE

£1 on Application; £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

DIRECTORS:

CHRISTIAN ALLHUSEN, Esq.,
D. L. W. P. Director of the International Bank of London, Limited.
LIONEL R. C. BOYLE, Esq.,
Of Messrs. Boyle, Campbell, Buxton & Co. 80, Lombard Street, E.C.
W. W. CARGILL, Esq.,
Founder of the Oriental Bank Corporation.
E. F. HARRISON, Esq., C.S.I.,
Formerly President of the Bank of Bengal.
A. J. MACDONALD, Esq.,
Late of Sir Charles Forbes & Co., and formerly President of the Bank of Bombay.
SIR BENJAMIN C. C. PINE, K.C.M.G.
Oriental Club, Hanover Square, late Governor of Leeward Islands.
GRANT HEATLY TOD-HEATLY, Esq.,
13, Carlton House Terrace, London, S.W.

BANKERS.

THE UNION BANK OF LONDON, LIMITED.
THE BANK OF SCOTLAND (Edinburg, London and Branches).

BROKERS.

MESSRS. STEER, LAWFORD & CUERTON, 3, Drapers Gardens, E.C.

SOLICITORS.

MESSRS. HOLLAMS, SON & COWARD, Mincing Lane, London.

INTERIM SECRETARY.
R. T. ROHDE, Esq.

TEMPORARY OFFICES: 10, Threadneedle Street, E.C.

Forms of Application for Shares may be obtained from the Oriental Bank Corporation, Queen's Road, Hongkong.

All Payments on Application for Shares are to be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for Shares will be received until the 15th September.

Hongkong, 26th August, 1884. [1520

MEXICAN PACIFIC NAVIGATION COMPANY.

THE Company will run Steamers monthly from Hongkong to the West Coast of Mexico via Yokohama and Honolulu, commencing in October with the Steamer
"MOUNT LEBANON."

The Steamers will proceed from Hongkong to Yokohama and Honolulu, thence to Mazatlan direct, and from Mazatlan to San Blas, and Manzanillo.

Through Bills of Lading, and Passage Tickets granted to all Mexican Ports.

For Further Particulars as to Passage and Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd September, 1884. [1646

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

IN accordance with the Provisions of the Imperial Stamp Act, all Transfers of Shares in this Company (except in cases where the Transferor and Transferee are Residents in this Colony) must be completed at the Head Office in London.

Such Transfers are subject to the Stamp Duty of Ten Shillings for each One Hundred Pounds or Part of One Hundred Pounds of the consideration money, and there will be incurred also a Fee of 2/6 for each Certificate.

The Company have availed themselves of the Companies (Colonial) Register Act 1883, and a local register has now been opened at this Office for Shares held by Residents in this Colony.

By Order of the Board of Directors,
JARDINE, MATHESON & Co,
General Managers.
Hongkong, 20th August, 1884. [1557

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the Year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company and no Claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th August, 1884. [153

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

All Cargo undelivered by the 9th instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 11th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th September, 1884. [1676

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

EX "YANGTSE."

A, 2=1 case Books, B, 1=1 Stationery,	Order, from Marseilles.
M J (in dia.) 597 (in dia.) 598 " " 599 "	3 cases from Marseilles.

I. MARTIN,
Acting Agent.
Hongkong, 16th August, 1884.

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO.'S S.S. "BELLEROPHON." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 14th inst., for shipment per steamer "TELEMACHUS."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th September, 1884. [1688

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "BELLEROPHON," are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th September, 1884.

Goods undelivered after the 16th September, 1884, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th September, 1884. [1689

"SHIRE" LINE OF STEAMERS.

FROM HAMBURG, LONDON, AND SINGAPORE.

THE Steamship
"MERIONETHSHIRE,"
Williams, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, No. 3, behind the premises known as "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before 2 P.M. TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 6th September, 1884. [1651

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"TAISANG,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th September, 1884. [1670

INTIMATION.

PROSPECTUS
OF THE
CHINESE IMPERIAL GOVERNMENT SILVER LOAN, 1884.

AUTHORISED BY IMPERIAL DECREE

Dated 4th December, 1883.

For Dollars 2,750,400.28 equivalent of Taels 2,000,000 at 7.1.7, in Bonds of $500 Each Hongkong Currency, bearing interest at 8 per cent. per annum.

Principal and Interest payable in Hongkong.

The Loan is divided into Two Portions for $1,394,700.14 (1 Million Taels) each, and marked respectively A & B.

The Bonds of Loan A are redeemable at par within 3 years (1887) by three yearly instalments, the first of which will be payable on the 15th March, 1885.

The Bonds of Loan B are redeemable at par within 6 years (1890) by three yearly instalments, the first of which will be payable on the 30th June, 1888.

The Bonds will bear interest at the rate of 8 per cent. per annum payable yearly, according to the English Calendar, as per annexed Schedule, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION at the Current Rate of Exchange for Demand Bills on Hongkong. The First Payment of interest on Loan A will be on 15th March, 1885, and on Loan B on 30th June, 1885.

The Drawings will take place in Hongkong one month previous to the dates of payment of the Drawn Bonds as given in the Schedule, and the Bonds so drawn will be paid off at par on the respective dates specified, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, after which date interest on the Bonds so drawn will cease.

Bonds to bearer will be issued on 25th October, 1884, against allotment letter and on payment of the balance due on same, from which date the Public will receive interest upon the Bonds of Both Loans.

SCHEDULE.

TABLE OF DRAWINGS AND PAYMENT OF INTEREST.

LOAN A.

Date of payment of drawn bonds and interest.	Amount of each drawing.	Amount of interest.
1885—15th March	$418,410.04	$111,576.01
1886—15th "	488,145.05	78,103.20
1887—15th "	488,145.05	39,051.60
	$1,394,700.14	$228,730.81

LOAN B.

1885—30th June		$111,576.01
1886—30th "		111,576.01
1887—30th "		111,576.01
1888—30th "	$488,145.05	111,576.01
1889—30th "	488,145.05	72,524.40
1890—30th "	418,410.04	33,472.80
	$1,394,700.14	$552,391.24

With reference to the foregoing, sealed tenders are invited for the above Loan at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong, Shanghai, and Yokohama, until NOON on SATURDAY, 18th October, 1884, when the tenders will be opened, afterwards no tender will be entertained. Applicants have the option of taking either Loan A or Loan B and tenders should distinctly state which one is desired.

A deposit of ten per centum upon the amount tendered must accompany each application, such deposit to be made by Cheque on a Bank in Hongkong. The balance of the amount allotted to be paid on or before the 25th October, 1884.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

All tenders to bear upon the cover "Tender for Chinese Imperial Silver Loan of 1884."

The Corporation does not bind itself to accept any Tender below par.

This prospectus and form of tender can be obtained on application at the Bank.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan.
T. JACKSON,
Chief Manager.
Hongkong, 12th September, 1884. [1712

INTIMATIONS.

NEWS FOR THE MAIL.

A TWENTY-EIGHT COLUMN SUPPLEMENT and a SKETCH SHOWING the positions of the OPPOSING FLEET at the FOOCHOW BOMBARDMENT is given with TO-DAY'S ISSUE of the "DAILY PRESS."

Several hundred extra copies have been printed, but orders should be sent in Early. Purchasers would oblige by sending Cash.

The following are some of
THE CONTENTS:—

LEADING ARTICLES—
Lepers in China.
Mendicants in Hongkong.
Sale of the Manila Lottery Tickets in Hongkong.
Coroner's Inquiries in Eastern Colonies.
Macao and its Critics.
The French Operations in China.
The Chinese Official View of Defeat.
France, Russia, and China.
The Neutrality of Hongkong.
Smuggling from Hongkong.
The Viceroy of Canton and Catholic Missionaries.
THE TYPHOON.
THE HONGKONG CRICKET CLUB.
THE REV. J. COLVILLE'S FAREWELL TO UNION CHURCH.
CRIMINAL BANKRUPTCY IN HONGKONG.
FIRES IN HONGKONG.
RIOT AT FATSHAN.
MACAO MISREPRESENTED.
THE FRANCO-CHINESE WAR—
The Recent Fighting at Foochow.
The Destruction of the Kluppi Forts.
The Damage to the *Golissonière*.
Fighting Strength of the opposing Squadrons.
Visit to the Rendezvous of the French Fleet.
A Funny Mistake.
The Foochow Arsenal.
Another Account of the Fight.
The British Consul's Precautions.
A Third Account.
Further Particulars.
French Official Account.
A British Gunboat Fired on by Chinese.
The State of Affairs at Foochow.
Events in North Formosa.
The Situation at Canton—Defensive Preparations.
War Preparations at Woosung.
French Gunboat "Parceval" ordered from Shanghai.
Order to Fire on French Vessels in Chinese Ports.
The Kiangnan Arsenal.
Chinese Proclamation for Protection of Catholic Converts.
THE NEUTRALIZATION OF SHANGHAI.
IMPERIAL DECREE AMOUNTING TO DECLARATION OF WAR.
UNEASINESS IN SOUTH FORMOSA.
THE EMPRESS-REGENT.
REPORTED DEGRADATION OF LI HUNG-CHANG.
JAPAN AND CHINA.
IMPEACHMENT OF MA-KIEN-CHUNG.
THE NEW VICEROY OF THE LIANG KWANG.
RIOT AT HONGKEW.
THE TYPHOON AT AMOY.
SEVERE TYPHOON IN JAPAN—GREAT LOSS OF LIFE.
THE STEAMER "PRINCIPIA" IN A TYPHOON.
THE CULTIVATION OF THE POPPY IN SHING-KING.
THE INSURRECTION IN MANCHURIA.
AFFAIRS AT HUE.
REPORTED ENGAGEMENT IN TONQUIN.
THE LATE PERSECUTIONS OF CHRISTIANS IN ANNAM.
NOTES FROM JAPANESE PAPERS.
AFFAIRS IN BRITISH NORTH BORNEO.
PORT NEWS, &c., &c.

Hongkong, 11th September, 1884. [1706

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS
No. 20.

PASSAGE THROUGH FRONT REACH BARRIER.

INFORMATION has been received from H. E. the G

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS,

By Appointment to His Excellency the GOVERNOR and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
ÆRATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

BIRTHS.

At No. 3, Albany, on the 7th instant, the Wife of Mr. CARL HEEBMANN, of a Son. [1683
At No. 7 Police Station, on the 10th inst., the wife of Inspector CORCORAN, of a daughter. [1704

DEATHS.

At the Civil Hospital, on the 28th August, Mr. WILLIAM MCKINNEY, Fourth Master of the Government Central School, aged 34. [1619
At Wanchai, on the 29th August, THOMAS KIRKWOOD, youngest son of the late Thomas Kirkwood, late of Malta, aged 35 years. [16 8
On the 29th August, at the Government Civil Hospital, of consumption, GEORGE EDMUND DOORLY, engineer, aged 31. [1640
At Baxter House, West, Hongkong, at 7.30 a.m. on the 3rd September, STEPHEN PAUL JOHANNES, aged 52. [1663

The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1884.

If the Paris journal quoted by Reuter in his last telegram be officially inspired, then the French programme in China has undergone a sudden, and it may not prove agreeable, revision. No hint is given of the nature of the "more important operations" mentioned; nor is any reason assigned for the proposed abandonment of the French intention to occupy Formosa. The latter may be explained, perhaps, by the fact that it would require too many troops to hold it effectively against all attacks from China and to keep down the large Chinese population. But the coal mines of Keelung are a prize not to be lightly surrendered, one would suppose, and their value to the French during a war with China must be very great. Either the mines are considered not worth the cost of defending them, or there is deeper reason for withdrawing from them than meets the eye. What, then, can be the important operations that are alluded to? Do the French intend to declare war and then organise an expedition to march on Peking? This is possible, but hardly probable. Or do they intend to send large bodies of troops into Tonquin, and, from that base, conduct a powerful invasion of Yunnan, Kwangsi, and possibly Kwangtung? Greater improbabilities have happened. In the meantime the old elements of doubt and uncertainty with regard to the future movements of the belligerents have been reimported into the question, and the result is certain to be detrimental. Just after the minds of the Canton[illegible] have, with no little difficulty, been disabused of the fear that the French men-of-war intended to force the passage up the river and bombard the City of Rams, in consequence of which the passage through the barrier at Cambridge Reach has been restored to its former width, an announcement arrives which means, in effect, that the French plans are to be kept secret and that the feeling of uneasiness among the Chinese at the various Treaty Ports, with their consequent exodus to the interior, and the suspension of trade that follows, may be continued indefinitely. This change of tactics by the French Government cannot prove welcome to foreigners engaged in trade with China, to whom the present situation is already well nigh ruinous.

All persons engaged in commerce with China must eagerly look for the development of events, and the threatened postponement of decisive action cannot fail to beget disappointment. The quarrel between France and China is evidently getting more and more serious, the breach wider and wider. More important operations on the part of France mean one thing at least—a greater outlay, and necessarily a larger indemnity or a cession of territory will be demanded. Indeed the prospect for the Peking Government is not a cheerful one, more especially as a conviction is growing, not only in France, but also among other Powers, that there does not exist in China a sufficiently potential Government with which to treat. Nor is the outlook improved by the attitude recently assumed by Russia. The Russian Press have latterly been urging their Government to take reprisals for injuries alleged to have been sustained by Russian merchants in Ili and Kashgaria at the hands of the Chinese and for violations of the Treaty lately negotiated with the Marquis TSENG. That the Russian Government respond to the sentiments thus aired in the Press, there seems some reason to believe. We hear first that three ironclads have been sent out to reinforce the Russian Squadron in these waters; next, it is announced that French subjects in China have been placed under Russian protection; and now we hear of a mysterious departure of three Russian vessels from Chefoo with exceptionally large supplies of coals and provisions for an unknown destination. Why this mystery, these sealed orders? It can scarcely be doubted that some new move is impending, and it may be that Russia intends joining France in a demonstration. This could hardly be done, however, without the Russian Minister having first asked redress of Russian grievances at Peking. Negotiations usually precede hostilities, and unscrupulous as Russia proverbially is she could hardly, burglar fashion, present an ultimatum of "your territory or your life" to the Peking Government. Nevertheless, there is some fire behind this Russian smoke, and we await with deep interest the arrival of the Russian ironclads and the unfolding of Muscovite designs.

The Agent of the Eastern Extension Telegraph Company at Sharp Peak wires:—"Launch service forcibly interrupted by Chinese authorities."

We are requested to announce that, owing to the damage sustained by the Bath House during Wednesday night's gale, the Aquatic Sports are indefinitely postponed.

As will be seen, on reference to the notice to Mariners, Canton District, published on our front page, directions have been given by the Canton Authorities to leave the passage through Cambridge Reach barrier in the Canton River one hundred and fifty Chinese feet wide, as before.

The business before the Police Court yesterday was of a trivial character, with the exception of one case. The number of prisoners before the Court was small, and the only charge of at all a serious nature was one of child stealing, in which the prisoner was convicted and committed to prison for a year's hard labour.

With reference to a paragraph copied from the *Hiogo News* relative to the arrest in China of a Japanese dressed in Chinese costume, who was reported to have been found taking observations upon the military organisation, geographical features of the country, &c., we are authorised to contradict the statement, as Mr. Higashi was travelling for pleasure only and thought that by adopting Chinese dress he could do so without attracting so much inquisitive observation. The *Hiogo News* translated the statement from one of the vernacular papers.

In the case of the recent disturbance near the French Convent at Wanchai, in which a Chinaman was convicted of striking a constable on the head with a coal shovel, and sentenced to six months' hard labour, there is to be an appeal to the Supreme Court. We reported some days since that Mr. Dennys applied, on behalf of the prisoner, for a rehearing of the case, on the ground that he had omitted to call five defendants who had been discharged to prove the man's innocence. Mr. Wise refused to rehear the case or to reconsider the sentence awarded, and Mr. Dennys has given notice of appeal.

Among the passengers by the P. and O. steamer *Thames* for England we note the name of Captain Fullerton, of the corvette *Sapphire*, who goes home to take command of the Royal yacht *Victoria and Albert*. Referring to this appointment Mr. Labouchere says in the last number of *Truth*:—"The official announcement of Captain Fullerton's appointment to the command of the Royal yacht *Victoria and Albert* has excited great and justifiable dissatisfaction in the service. The selection is a most unfair one to the other Captains on the list, for there are nearly a hundred who are senior to the favoured officer, and, of course, they ought to have been employed before him. Captain Fullerton was formerly commander of the Royal yacht, and when he left her he was promoted over the heads of some scores of his brother officers. Last year he was appointed to command the *Sapphire* on the China station, but this, I suppose, is not a sufficiently good thing for an officer who stands so well at Whitehall, so he is to return home to enjoy the best and easiest Captain's post in the service. What adds to the discontent is the fact that as Captain Fullerton is so very low on the list he is likely to command the *Osborne* for eight or ten years to come, inasmuch as the command of the Royal Yacht is held till promotion; and, moreover, it counts as full sea time. That jobs of this sort should be so frequent and so flagrant under the Board of a Liberal Ministry must be grievously unsatisfactory, and disheartening to all honest Radicals. For many reasons it is eminently desirable that the First Lord of the Admiralty should be a Member of the House of Commons."

LATEST TELEGRAMS.

SHANGHAI, 10th September.

MOVEMENTS OF THE RUSSIAN FLEET.

The vessels of the Russian squadron at Chefoo, after taking in extra supplies of provisions and coal, have left for some unknown destination.

LONDON, 10th September.

FRANCE AND CHINA.

The Paris journal *La Nationale* states that the French Government contemplate an official declaration of war with China, and the Convocation of the Chambers. It further states that the project of occupying Formosa will probably be abandoned and more important operations proceeded with.

THE ST. LEGER.

The following are the results of the running for the St. Leger Cup:—

The Lambkin	1
Sandiway	2
Superba	3

TYPHOON IN HONGKONG.

All day on Wednesday, the 10th September, the long promised typhoon was expected to give this colony a call, or at least the usual wish of its tail as it passed. On Sunday the existence of a typhoon was telegraphed from Manila, and from Monday the barometer continued to fall steadily, though very gradually. On Tuesday Dr. Doberck, the Government Astronomer, had his storm signal hoisted. During Tuesday night and Wednesday morning the wind rose, and by daylight the harbour was good deal ruffled. The barometer was still falling, and the appearance of the sky was considered to be very threatening. The boat people evidently did not like the aspect of things, for they soon paddled off to places of shelter, and, with one or two exceptions, all loading and unloading of vessels in the harbour was suspended. The exceptions only kept it up for a few hours, and they were then scared off by Dr. Doberck's gun, which indicated the approach of a storm. The barometer continued to fall to shortly after three, when it reached 29.46, a drop of about .40 since Monday, but in a short time it rose again to 29.48, at which point it remained steady for a time. According to long established rule 29.50 is supposed to indicate a gale during the S.W. monsoon, and 29.40 the approach of a typhoon, or one passing in the immediate vicinity. The steamers in the harbour got up steam to be ready for any emergency, and all small craft sought shelter. Two typhoon guns were fired at 7.10 p.m. At 5 p.m. the barometer had fallen to 29.40, and it only fell two points lower up to nine o'clock, but after that it again commenced to fall and the wind to increase in violence. The fall was continued steadily to about 2 a.m. on Thursday, when the gale had about reached its utmost activity, the barometer being then down to 29.16. It remained at that point for a time and then gradually commenced to rise. The worst of the storm was then past, and after three o'clock the force of the wind, which had been very great from midnight, began to abate, and slowly decreased in force throughout the morning, although the day continued to be stormy to the end, and no business went on afloat, the cargo boats, sampans, and other small craft being still, for the most part, in their places of retreat. The very sufficient notice which was given them, and the very gradual approach of the storm, enabled them all to get away, so that the damage afloat and the loss of Chinese life has been trifling as compared to what is usually experienced here when a typhoon strikes the colony.

The two typhoon guns brought out a considerable number of enterprising sightseers, who braved all the discomforts of the roaring gale and blinding rain for the purpose of witnessing Nature in one of her fiercest moods. As usual, a knot of these gathered at the end of Pedder's-street, taking advantage of the shelter of the buildings on the east side to stand and watch the progress of events, occasionally making short trips along the Praya, as far as the Bath House or on the other side. The wind steadily increased in force, and to the west of Pedder's Wharf the Praya was almost knee deep with water soon after nine o'clock, though on the other side, the Praya as far as the Recreation Club premises was not so much under water, as the curve out of the shore protected it in great measure from the sea. Before ten o'clock it could be seen that the boat stage of the Recreation Club was gone, and the matched dressing rooms of the bath were blowing away piecemeal, while a large collection of wreckage was washing around the head of the Murray Pier. Those of the Recreation Club members who were out bade farewell to the prospect of the Aquatic Sports for the present. Up to ten p.m. the lamps on Pedder's Wharf held out, and the people about there could note by their light how the sea was tossing and the spray blowing off in sheets. The waves broke over the Praya, and flew up nearly half as high as the houses, and the water, caught by the wind, was carried across the road. Some of the heavier waves occasionally made a rush up Pedder's-street and caused a stampede of the spectators for almost half the length of the street, and later on one of the gigs which had been placed in the side channel for safety was lifted out and swung across the road, after which it was moved higher up. At about a quarter past ten the lights on Pedder's Wharf were blown out suddenly and left the wharf in darkness. Some little time after that the rumour passed through the crowd that the *Arratoon Apcar* was in danger of going ashore somewhere near Gibb's Wharf, and they moved to the end of Pottinger-street, where it turned out only too true that a vessel was in the gravest danger, though it proved to be the *Taisang* instead of the *Arratoon Apcar*. Unfortunately her engines had been taken to pieces to be inspected by Mr. Brewer, and when the gale came on there was no steam. Still there appeared to be no cause for any grave apprehension, for the vessel was moored by a strong cable to her buoy, and the buoy again was moored to its fastenings by a very thick chain, and it was believed that the mooring was strong enough to hold two or three vessels. However, the confidence in the moorings appeared to have been misplaced, for they proved unequal to the strain. The *Taisang* was quite light, and presented on her sides a lot of surface to the wind. It is thought by some that there must have been some flaw in the mooring chain of the buoy to account for its giving way. As one of the terrific gusts that continually followed each other at short intervals struck the ship, this chain suddenly parted and away she went towards the shore with startling rapidity. The port anchor was put out, and all the cable possible run out on it until she nearly fouled the *Arratoon Apcar*, but it could not hold against the fearful strain put upon it and was dragged rapidly. When the crowd from Pedder's Wharf reached the corner of Pottinger-street the stern of the vessel was seen to be close to Gibb's wharf, and she was slowly swinging in an arc from a little beyond this wharf to Lapraik's wharf. It was then seen that she had got her fires alight, for the smoke was pouring heavily out of the funnel, but it was evident there was not enough steam made to work the engines. The anxiety was exceedingly great, and the chances of her getting steam up before she should drift on to the Praya eagerly discussed, with a generally gloomy conclusion that it could not be done. It was thought that if she could only get up steam she would be safe, and it seemed a thousand pities to see a noble vessel like the *Taisang* being driven helplessly on to the stone Praya for want of steam. She took two or three swings in the arc described, and at each one she was seen to be a little nearer the shore. As she swung past the end of Gibb's wharf for the last time clear, some of the members of the Humane Society endeavoured to throw a line on board, as she was only a few feet off the end, but without success. She then swung again towards Lapraik's wharf, her stern going within a few feet of the Praya wall. She was then hailed from the shore as to how long it would be before she could get steam up, and Capt. Davies was heard to reply that it would take an hour and half to do it. All hope was then given up of her keeping off the shore, and at her next swing her stern struck Gibb's wharf at the east corner. Previous to that it was seen that she was bumping on the bottom. A hawser was got out from her stern at once, and an attempt was made to get it made fast on Lapraik's wharf; some score or more of willing hands setting to work on the rope to drag it along, but after making some distance they had to relinquish the attempt. In this effort P. C. Ehlers got his leg entangled and was dragged into the water. By this time the vessel's bow was close to the Praya, and was soon in contact with it. Her buoy came with her, and was washed up on to the Praya. She did not bump against the wall so much as many expected, and her port anchor held her off a bit, but her starboard anchor was hanging down her side and knocked a hole in the upper part of one plate, and bent in the one above it just a little aft of the stem. From her stem to the bend of her bows she was in contact with the wall, and her stern was on the corner of the wharf. As she rose and fell with the swell the overhanging part of the stern kept striking upon the corner post of the wharf, and it looked as if the post would be knocked through her; instead of that, however the post was broken off, and the steamer crushed the corner of the wharf and it was thought damaged her propeller, two blades being said to be off, though how anyone could see that in the thick state of the weather it is difficult to imagine. Had her whole side been in contact with the Praya wall it is probable she would have been more seriously damaged. As it was she only touched on her starboard bow, and on her stern. As soon as she was alongside the wall a rope was thrown over, and a lot of Chinese dock hands, who had been on board at work at the engines and had been unable to come ashore, swarmed down it, being assisted in their descent by the bystanders. Some came too precipitately, and got into the water between the ship and the wall, thus running great risk of being jammed to death; they were got out safely, however, and the whole lot ran away up Pottinger-street as hard as they could pelt. The crew remained by the ship.

The next morning the extent of the damage could be seen; there was a small hole a few feet from the stem, supposed to have been caused by striking on the anchor hanging over the side, one fluke of which was broken off. The hole was at the top of a plate, and the next plate above was punched in. Further above, at the bend of the bow, the contact with the edge of the wall seemed to have fallen chiefly upon the joints of the two plates next above those just mentioned, and they were bent in. So far as could be seen, there were four plates which would require replacing or repairing. This and the reported damage to the propeller was supposed to be all the injury she had sustained, but when she gets into dock and is surveyed possibly more may be found. Shortly after noon she was got afloat again the hole in her bow being temporarily plugged up. The *Fame* towed at her stern, and her own engines being worked, she soon slid easily off, her bow being the only part touching. She was fortunate in having a fine tide to get her off. The vessel then proceeded to the middle of the harbour, and moored on to a buoy. The spot on which the *Taisang* drifted ashore is rather an unlucky one. It was there that the steamer *Leonor* went down in the typhoon of 1874, but the *Taisang*, more fortunate, got off without any serious disaster.

The *Taisang* was the only ship in the harbour that suffered, but we believe some dragged along under the force of the wind, and were in somewhat altered positions the next morning. The British gunboat *Midge* dragged her buoy along, and abandoned it for her anchors, the strain on which she reduced by steaming ahead.

The amount of damage done by the typhoon in shore was very inconsiderable. Beyond the usual mishaps to shutters and venetians, and four houses in Third Street, Seyingpoon, being partly blown down, the damage was almost confined to the sea face. The surface of the roads in many cases was washed away, especially on the Praya. The destruction among the trees, however, was not so great as that wrought by some previous storms. From fifteen to twenty were blown down, and in all parts of the town the streets were strewn with twigs and leaves, with here and there a large branch. Along Bonham-road and Pokfulam-road there were four trees down, another in Caine-road, and one in Seymour-road; six to the eastward beyond the Guard House, two at Causeway Bay, and one near the Magazine below Kennedy-road. In Happy Valley the road was completely carpetted with twigs and leaves from the bamboo hedge along the Race Course, and near the Catholic Cemetery a large tree was blown across the road. Besides those mentioned, a good many trees were bent over which can be replaced in position. These that were blown down altogether were being removed during the day.

In the Botanical Gardens a good many small trees were blown down, and all were more or less mutilated. The shrubs and plants suffered severely, and the walks were a good deal damaged by the torrents of rain.

The property of the Victoria Recreation Club, as usual, on account of the exposed situation of the Bath House, came in for its full share of damage. The western side of the roof of the Boat House was stripped of its tiles, which went with a run into the road below, but little damage was done to the inside of the building, beyond the admission of a quantity of water into the boats. The Gymnasium was uninjured. The bridge leading to the Bath was carried away altogether, and the dressing rooms, with the exception of the eastern corner, which is merely a hanging wreck, have been swept away. The Bath appears to be intact. The Royal Artillery have lost three of their boats, which were kept at the back of the Bath House. Murray Pier is none the worse for the gale, but Pedder's Wharf has come to signal grief. The frame work of the matshed is standing, but the mats have been borne away by the wind, one of the lamps has been torn down, the other twisted, nearly every plank uplifted, and the wharf is covered with loose timber and wreckage. Portions of the wharf have been washed half way up Pedder's street. Messrs. Douglas Lapraik's wharf has fared somewhat better, though the end of the T is in a very crazy condition, a large portion of the timbers being torn up and thrown loose on the wharf. Pottinger wharf would have escaped scot free had not the *Taisang* sat down on and crushed one corner of the end. The screen on the side of the Victoria Hotel in Pottinger-street was blown down, bringing the telegraph wires with it, thus cutting off telegraph communication with Yaumati. In the markets the sun shades and boarded partitions were blown down, the boards being strewn all over the ground. The P. & O. Company's wharf has lost the bamboo bridge that led to it, and its timbers are mostly started. The *Hankow*'s wharf is, however, the most complete wreck of all, only the piles remaining to indicate its site. The adjoining ferry launch wharf has also suffered considerably. Most of the other wharves and landing places westward have sustained some damage, slight in many cases because they are comparatively new. The Hongkong, Canton, and Macao Steamboat Company's wharf has stood the strain of the gale remarkably well, only a few of the planks having been loosened. The Company's steamers sought refuge behind Stonecutter's Island on Wednesday night, and the *Honam* joined them there, coming up to the wharf at seven o'clock yesterday morning. The steamboats all rode the gale out safely without damage. Further westward the destruction was not very serious. The quarters of the P. and O. Company's godown hands were partly unroofed, and at the Slaughter House there was also some damage, a shed for sick cattle being laid prostrate. Two or three cargo boats, the owners of which would not heed the warnings given, were sunk at West Point, but we have not heard of any lives being lost there. Most of the native craft, having had abundant warning, had found shelter and the casualties among them on this occasion must have been unusually light, so far, at least, as Victoria is concerned. It is feared that at Aberdeen, Stanley, &c., there has been much destruction among fishing boats and other Chinese craft. Many of the telegraph posts have been blown down, and the communication was interrupted yesterday. At Third Street, Seyingpoon, four Chinese houses were destroyed. The fronts suddenly gave way and fell outwards with a fearful crash. The houses were all occupied, but fortunately none of the inmates were injured. We have heard of no similar mishap elsewhere. Some little damage was done to several houses in course of construction, but not of much importance.

A junk was during the night wrecked somewhere east of Whitfield Police Station, and broke up on the shore. Seven members of the crew are missing, and it is supposed that they were drowned. There is no sign of any damage to the boats at Causeway Bay.

AT THE PEAK.

The typhoon was not, it is stated, felt so strongly as might have been expected on the heights, and most of the houses stood very well against the hurricane of wind and rain that attacked them. Some few wooden balconies were carried away, and some shutters became loosened and gave way, but, on the whole, the damage effected was not great. Perhaps the Rev. J. B. Ost suffered most. His house stands in an exposed position on Mount Kellet, and had to bear the full fury of the storm. All the windows on the east side of the house, which were defended by venetians, were blown in, and some other damage was done on another side of the house. The new Police matshed near Mr. J. G. Smith's was considerably damaged. The trees on the hill side have not sustained much injury. Residents coming down noticed some *débris* evidently blown from some of the houses.

AT YAUMATI.

At Yaumati the matsheds erected for quarantining pigs and cattle were blown down. The garden in front of the Police Station suffered considerable damage, and four large trees were blown down in the square.

Messrs. Falconer & Co have favoured us with the annexed list of barometrical readings from five p.m. to midnight:—

10th September, 1884.	
5 p.m.	29.40
6 "	29.33
7 "	29.33
8 "	29.33
9 "	29.38
10 "	29.33
11 "	29.30
12 "	29.22
11th September, 1884.	
7 a.m.	29.42
8 "	29.46
9 "	29.52
1 p.m.	29.60
4 "	29.64

Towards the close of yesterday afternoon the aspect of the sky was again considered threatening, the barometer ceased to rise, and the Government Astronomer had a signal hung out at Tsim Tse-tsui indicating a typhoon in the west. About five o'clock the barometer fell a little, being then 29.55, and it was regarded as somewhat ominous that the clouds were seen driving in two different directions. The wind was still blowing in very strong gusts, and all the steamers in harbour appeared to have steam up again.

The fall of the barometer was only slight, however, it soon rose again, and happily at the time of our going to press there was no appearance of another typhoon.

COMMERCIAL INTELLIGENCE.

THURSDAY, 11th September.

OPIUM.

Quotations are:—

Malwa (New)	$520 per picul, allce. of 3 catties.	
Malwa (Old)	560 " "	2.10 "
Patna (New)	$557½ per chest.	
Patna (Old)	560 "	
Benares (New)	540 "	

EXCHANGE.

ON LONDON:—	
Bank Bills, on demand	3/8½
Bank Bills, at 30 days' sight	3/8½
Bank Bills, at 4 months' sight	3/9
Credits, at 4 months' sight	3/9½
Documentary Bills, at 4 months' sight	3/9½
ON PARIS:—	
Bank Bills, on demand	4.64
Credits, at 4 months' sight	4.75
ON BOMBAY.—Bank, 3 days' sight	228½
ON CALCUTTA.—Bank, 3 days' sight	228½
ON SHANGHAI:—	
Bank, sight	72½
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares	117 per cent. premium.
Union Insurance Society of Canton, Limited	$525 per share.
China Traders' Insurance Company's Shares	$68 per share.
North China Insurance	Tls. 1,400 per share.
Yangtsze Insurance Association	Tls. 141 per share.
Chinese Insurance Company, Limited	$180 per share, ex div.
On Tai Insurance Company, Limited	Tls. 148 per share.
Canton Insurance Office, Limited	$85 per share.
Hongkong Fire Insurance Company's Shares	$335 per share.
China Fire Insurance Company's Shares	$63 per share.
Hongkong and Whampoa Dock Company's Shares	50 per cent. prem.
Hongkong, Canton, and Macao Steamboat Co.'s Shares	$36 per share premium.
Indo-China Steam Navigation Co.'s Shares	25 per cent. discount.
China and Manila Steamship Company, Limited	25 per cent. discount.
Douglas Steamship Company, Limited	Par, nominal.
Hongkong Gas Company's Shares	$34 per share.
Hongkong Hotel Company's Shares	$145 per share.
China Sugar Refining Company, Limited	113 per share.
China Sugar Refining Company (Debentures)	nominal.
Luzon Sugar Refining Company, Limited	$78 per share.
Hongkong Ice Company's Shares	$140 per share.
Hongkong and China Bakery Company, Limited	$100 per share.
Perak Tin Mining and Smelting Company	$65 per share.
Selangor Tin Mining Company	$100 per share.
Perak Sugar Cultivation Company	Tls. 35 per share.
Hongkong Rope Manufacturing Company, Limited	$66 per share.
Chinese Imperial Loan of 1874	Nominal.
Chinese Imperial Loan of 1881	½ per cent. dis.

CHARTERS EFFECTED.

The following settlements are taken from Mr. J. LAMKE's Freight Circular:—

Great Admiral—American ship, 1,497 tons, to New York, private terms.

Velocity—British bark, 490 tons, to Chefoo and back via Newchwang, 2½ cents per picul, 38 lay days.

Harald Haarfager—Norwegian 3-masted schooner, 382 tons, Newchwang to Hongkong, 20 cents per picul, 38 lay days.

Concordia—German bark, 652 tons, to Shanghai (coal) $2,000 in full.

Lady Haracood—British bark, 882 tons, one port Cochin-China to Hongkong, $1,550 in full, 25 lay days.

Elise—German ship, 984 tons, three ports Cochin-China to Hongkong, $9,000 in full, 40 lay days.

Elisabeth—Belgian ship, 1,100 tons, two ports Cochin-China to Hongkong, $3,000 in full, 40 lay days.

Cassandra—German steamer, 1,097 tons, Canton to Chefoo and back via Newchwang, $4,800 in full, 15 lay days.

De Ruy—British steamer, 1,087 tons, Newchwang to Swatow, three trips, 20 cents per picul each trip.

Hesperia—German steamer, 1,135 tons, Newchwang to Swatow, 18 cents per picul.

Atholl—British steamer, 913 tons, to Bangkok and back, 22 cents per picul inside the bar, 17 cents per picul outside the bar.

Cornelot—British steamer, 1,049 tons, to Saigon, $1,000 in full, 5 lay days; Saigon to one port Philippines, 10 cents per picul, 15 lay days.

Victoria—British steamer, 1,531 tons, to Saigon and back, $3,750 in full, 16 lay days.

Raisby—British steamer, 1,502 tons, Saigon to Hongkong, 11 cents per picul, 11 lay days.

Madras—British steamer, 1,995 tons, Saigon to Hongkong, re-charter 10½ cents per picul, 8 lay days.

Westmeath—British steamer, 2,095 tons, Saigon to Hongkong, settled at Saigon, 11 cents per picul, 14 lay days.

Raisby—British steamer, 1,502 tons, Saigon to Hongkong, settled at Saigon, 12 cents per picul, 11 lay days.

Decima—German steamer, 1,151 tons, Saigon to Hongkong, settled at Saigon, $3,500 in full, 10 lay days.

Victoria—British steamer, 1,531 tons, Saigon to Hongkong, re-charter, settled at Saigon, 10 cents per picul, 11 lay days.

Lorne—British steamer, 1,020 tons, to Singapore, Penang and back via Bangkok, $8,500 in full, 18 lay days.

Miramar—British steamer, 980 tons, Kochinotsu to Hongkong, two trips; $1.40 per ton.

Maxine—German steamer, 400 tons, monthly charter, one month, $2,250 per month, monthly charter, re-charter, $2,500 per month.

Anton—German steamer, 936 tons, monthly charter, twelve months, $2,250 per month.

HONGKONG TIDE-TABLE.

TIDE TO 19TH SEPTEMBER, 1884.

Day of Month.	Day of Week.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
F.	12	m 0 40	1 10	m 8 20	3 8
		8 21 s	8 1	7 6 s	6 4
Sat.	13	m 1 48	4 5	m 9 52	2 0
		8 5 s	3 1	8 5 s	3 0
S.	14	m 3 15	4 4	m 11 20	0 3
		7 0 s	3 4	9 45 s	3 3
M.	15	m 4 53	4 4	0 38 s	3 1
		7 37 s	3 8	11 14 s	3 0
Tu.	16	m 6 1	4 1	—	—
		8 5 s	3 0		
W.	17	m 7 9	4 10	m 0 27	1 7
		8 30 s	3 4	7 53 s	0 4
Th.	18	m 7 57	4 11	m 1 23	1 1
		8 55 s	3 8	8 26 s	0 8

The height of mean sea-level has been determined at 7.593 feet above zero of the tide-gauge at the Victoria Naval Yard and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, is 5.695 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

September 11th.	
Thermometer—6 A.M.	78
Thermometer—10 A.M.	79
Thermometer—1 P.M.	79
Thermometer—3 p.m. (Wet bulb)	78
Thermometer—6 P.M. (Wet bulb)	76
Thermometer—9 P.M. (Wet bulb)	76
Thermometer—Maximum	79
Thermometer—Minimum for night	78

CHINA COAST METEOROLOGICAL REGISTER.

9th September, 1884.
at 6 P.M.

STATION.	Barometer (corrected and reduced to sea level) at 32° Fahrenheit.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.64	76.7	85	SSW	4	0 r	—
Haiphong	29.76	87.3	—	WSW	3	b	—
Hongkong	29.81	81.4	87	WSW	4	b	—
Amoy	30.18	80.0	84	WS	4	R	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.93	81.0	83	NNE	4	b	—
Nagasaki	29.96	—	—	NW	1	—	—
Wladivostock	29.8	69.0	—	NE	1	—	—

10th September, 1884.
at 10 A.M.

STATION.	Barometer (corrected and reduced to sea level) at 32° Fahrenheit.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.78	80.0	81	SSW	4	0	0.16
Haiphong	29.78	87.4	52	NW	4	bv	—
Hongkong	29.85	76.1	92	WNW	8	or	—
Amoy	29.93	84.0	70	NE	5	0	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.95	80.5	90	ESE	4	f	—
Nagasaki	29.88	85.3	61	WSW	3	b	—
Wladivostock	29.91	67.9	—	NE	4½	0	—

11th September, 1884, at 10 A.M.

STATION.	Barometer (corrected and reduced to sea level) at 32° Fahrenheit.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.89	81.4	80	NW	3	cp	—
Haiphong	29.84	85.8	88	NW	4	b	—
Hongkong	29.44	76.0	94	ESE	9	or	2.32
Amoy	29.72	82.0	87	E	4	o	0.27
Foochow	—	—	—	—	—	—	—
Shanghai	29.90	77.0	84	ENE	1	c	—
Nagasaki	29.92	85.0	68	ESE	1	c	—
Wladivostock	29.97	61.2	—	W	4	c	—

Directions to fire the typhoon gun two rounds were given at 8h. 49m. p.m. yesterday. At 1 a.m. the following notice was telegraphed through the Central Police Station from here:—"Heavy typhoon crossed Hongkong early this morning moving westward. Over nine inches of rain fell."

W. DOBERCK.
Hongkong Observatory, 11th September, 1884.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.62	29.44	29.33
Temperature	75.1	76.9	78.3
Humidity	92	72	86
Direction of wind	N.N.E.	S.S.E.	S.S.E.
Force of wind	8	9	5
Weather	o.r.	o.r.	o.d.
Rain	—	9.52	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3. HUMIDITY in percentage of saturation, the humidity of air saturature with moisture being 100.
4. DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W DOBERCK.
Hongkong Observatory, 11th September, 1884.

NEWS FOR THE ENGLISH MAIL.

SMUGGLING FROM HONGKONG.

One of the recommendations of the Smuggling Commission which sat last year was that the gathering together of unauthorised armed bands in British territory, for any purpose whatever, should be prohibited, and that the provisions of law now in force with reference to those persons who do not hold night passes should be made applicable to the entire area of the colony. It has been decided by the magistrates that the law as it at present stands applies only to the City of Victoria. The Commissioners found from the evidence adduced in the inquiry that the great increase which has taken place in the levy of lekin and other taxes upon foreign opium on the mainland has led, within the last two years, to an organised system of smuggling from the colony to places at some considerable distance within the neighbouring province of Kwangtung. Bands of men are formed, to whom are given a certain number of balls or cakes of opium by dealers in this colony, who undertake to pay the bearer of this opium so many dollars per ball or cake delivered at a named place in the interior. These bands, which are sometimes well armed, cross the harbour to the mainland, or gather together in British Kowloon, and endeavour either singly or in parties to evade the guards at the two or three passes in the mountains which are alone practicable to the transit of merchandise. Collisions have been reported to the police of Hongkong as having occurred at some distance in the interior between these bands of smugglers and the Customs guards, with alleged loss of life. The state of the law, the Commission says, or the administration of it, in respect of the assembling of unauthorised armed bands on British territory obviously calls for the attention of the Executive. We have made these excerpts from the Commissioners' report on account of the bearing they have on the collision between smugglers and revenue officers which occurred on Friday night just over the boundary line between British and Chinese territory at Kowloon. A band of opium smugglers numbering, according to their own report, one hundred and sixty was beaten back by the revenue people, and it was said two men had been killed in the encounter, but this appears rather doubtful, as no dead bodies were found. It is clearly the duty of the Hongkong Government to prevent, as far as possible, armed bands making excursions from this colony into Chinese territory for unlawful purposes. The British authorities are not called upon to protect the Chinese revenue by any system of espionage or search to be practised on this side, but the departure of armed bands from the colony is a different matter and ought to be prevented, whether the object of the bands be smuggling, marauding, or any other purpose. The Secretary of State expressed his approval of the recommendation of the Smuggling Commission, and seeing that the necessity of some action being taken in the sense indicated has by no means decreased since the date of the report, it would be well that the Government should introduce

tiring one finding insufficient time to devote to the duties of the Secretaryship.

A. COXON President.
Col. HOBSON.
G. S. COXON.
W. H. F. DARBY. } Members of Committee.
R. K. LEIGH.
H. G. RICE.
H. FOSS.
Hon. Treasurer.
W. DE ST. CROIX.
Hon. Secretary.

The proposition was carried.

The CHAIRMAN—Gentlemen, you see that the Club is, at all events financially speaking, in a sound position, having a balance of $1,852.55 to its credit. During the past season Mr. Bunbury, of the Buffs, won the bat awarded by the Club for the best batting average played in first class matches, with an average of 45.20 in seven innings. (Loud applause.) Mr. J. J. Bell-Irving won the ball given for the best average bowling, with an average of 8.36 runs per wicket in five innings. Bats have also been given to Mr. G. R. Johnston for a score of 129, to Mr. Hendry for 108, to Mr. Rice for 96 and 75, Mr. D'Aeth 96, Mr. Hynes 90, Mr. Druitt 77, Mr. Jarrott 74, and Mr. Hodder 73. We all regret that the brilliant play of one of our old stagers, Mr C. P. Chater, last season, is not also to be handed down to posterity, the match not being a Club one. But I hope Mr. Chater will give us some more of his quality in some of the first class matches next season. (Applause). I am prepared to receive any proposal any gentleman may make to the meeting with regard to the removal or otherwise of the boundary fencing on the South and East sides of the ground. The Committee wishes to draw the attention of members and visitors to the constant infringement of rule 17. (The rule provides for the infliction of a penalty of $5 on members playing tennis in other than India rubber soled tennis shoes). This season the fines will be enforced without fail. I regret to say that the principal offender last year was a high Government official now absent from the colony. I hope he will learn to do better next time. (Hear, hear). Much trouble and anxiety, and I may say loss of peace of mind and health was caused to our Secretary last year in his efforts to keep the ground in good order by the members. Now it is impossible to keep it in good order unless the members and visitors co-operate with him. I refer more especially to the abuse of the tennis courts. On several occasions last year, when the ground was too wet to play on, the ground man had orders not to put up the nets; but some members came down to play, and not seeing the nets up, they said they were not coming down for nothing; and they insisted upon the "old man" putting up the nets. Now all this is very wrong; you have elected officers to be responsible for the good order and preservation of the ground, and you must abide by and accept their decision as to when the ground is to be played upon. If we are all to be constituted judges upon that point, we shall very soon be without a ground at all. This year I appeal to the members to support the Committee in their efforts. The lawn tennis championship cup was won by Lieut. Jarrett of the Buffs. (Applause). Mr. Bowles was his runner up, and he was rewarded with a prize racquet. Your Committee propose for the future to institute a $100 cup to be won two seasons consecutively, the winner of the title of Champion for any one year to receive a prize pewter. (Applause). New gear has been ordered out, and is expected here shortly. No doubt it will be here in time for the opening match of the season. I am happy to inform you that two members have presented the Club with a box of tea each for the ensuing season. (Applause). Now, gentlemen, I have said all I have to say to you, and I beg to propose a vote of thanks by acclamation to the Colonel and Officers of the Buffs, the French Admiral, and the Captain of *La Victorieuse* for kindly allowing their bands to play upon the ground on several occasions last season. (Loud applause).

The next business was the election of officers, and the Chairman stated that Mr. A. K. Travers, a member of the retiring committee, would probably not return to the colony before the end of the cricket season.

On the proposition of Mr. ST. CROIX, seconded by Col. HOBSON, Mr. A. Coxon was re-elected president of the Club by acclamation.

Mr. MACKEAN inquired whether there was not a separate committee to deal with lawn tennis.

Mr. ST. CROIX said the Lawn Tennis Committee fell through, and the arrangement tumbled to pieces.

The CHAIRMAN proposed the election of Mr. Foss as Hon. Secretary for the ensuing season. Mr. Foss had always had his heart in cricket, and the affairs of the Club could not be in better hands. Their late hon. secretary was no doubt quite in earnest about giving up his post.

Mr. LOCKHART seconded the motion, which was carried with acclamation.

Mr. FOSS having intimated that he should require assistance in performing the duties of secretary, arranging matches, &c., Mr. Rice was asked to act as hon. assistant secretary, and he consenting to do so, was unanimously elected to that post.

The election of members was then proceeded with, and the following six gentlemen were elected to act with the officers already elected—Col. Hobson, Lieut. Bunbury, Mr. Leigh, Mr. Darby, Mr. G. S. Coxon, and Mr. St. Croix.

The proposal for the alteration of rules of which notice had been given by Mr. Foss, and seconded by Mr. Bird, as to reducing the fee of losing members in the lawn tennis heats from $5 to $3 was agreed to *nem. con.*

Lieut. BUNBURY proposed that the bamboo fencing round the ground on the South and East sides, viz., Queen's road, and the road to Murray Pier sides, should be removed as was the case before last season.

Mr. BARFF seconded the proposal.

Mr. LEIGH proposed as an amendment that they should be allowed to remain; but that in future they should be ignored in scoring. He thought that as it was necessary to have the fencing round two sides, it was only right it should go the whole way round.

Lieut. D'AETH observed that the fence caused the fielding to be very slack.

Mr. MACKEAN said he would second the amendment, as when he thought a ball was going to touch the fence, he preferred to let it go. (Laughter).

On a division the amendment was lost, only the proposer voting for it. Mr. Mackean voted for the original motion, which was carried.

Mr. G. S. COXON suggested that the fence along the Praya side should be raised and strengthened. It nearly caused Lieut. Bunbury to break his neck last year.

Mr. ST. CROIX said the matter was in the hands of the Surveyor-General. He had written to Mr. Price about it, and that gentleman had promised to continue the present rail fence the whole way round this year.

The CHAIRMAN informed the members that the ground would be opened for cricket and tennis on the afternoon of September 30th, weather permitting, and that the opening cricket match would be played (weather permitting), on Friday and Saturday, the 3rd and 4th prox.

Mr. MACKEAN proposed, on behalf of the members, a vote of thanks to the retiring Secretary (Mr. St. Croix). He had himself been secretary of one or two Clubs in Hongkong, and he knew well the anxiety and responsibility which pertained to such a position. He thought no Club had benefited by the services of its secretary than had the Hongkong Cricket Club by the services of Mr. St. Croix. (Loud applause).

Mr. LEIGH seconded, and the motion was carried by acclamation.

Mr. ST. CROIX said he was very glad to find that what he had done had met with the approval of the members.

A vote of thanks to the Chairman for presiding terminated the proceedings.

CRIMINAL BANKRUPTCY IN HONGKONG.

On the 28th August, the Supreme Court of Hongkong gave judgment in the case of J. D. Woodford, a bankrupt.

Mr. Caldwell appeared for the bankrupt; Mr. Deacon for Mr. Basa, and Mr. Arkcoll from Mr. Ewens' office) for Mr. McGregor Smith, two of the creditors; Mr. A. O'D. Gourdin, the opposing creditor, being also present.

The case was adjourned the previous week in order that the Chief Justice might consider what should be done with the bankrupt, who then came up to apply for his discharge.

The Chief Justice's remarks during the first part of the time he gave judgment were unfortunately rendered almost inaudible by a very heavy downpour of rain upon the roof of the court; as far as the remarks could be caught they were as follow:—Before I give judgment in this case, I wish to refer to one matter which, I think, requires some little explanation: Mr. Gourdin referred last week to the suppressed letter from the Bank. With regard to that letter, when I first returned from my trip, and the letter was brought before me, I was under the impression that it was not in evidence, and in order to have it read, it was necessary that it should be in evidence. I find, however, by reference to the papers, that the letter was referred to by Mr. Woodford in a long account of the reasons he gave for his bankruptcy. He says—"On the 30th November I disclosed to Mr. Jackson my actual position, asking him to assist me, and acting under his advice I adopted the only expedient way (as it was at one time thought), and I returned all the contracts." Therefore Mr Jackson's letter should have been attached to the documents of the case and the only reason why I refused to accede to the application to have the letter read in court was that the letter was not in evidence whereas I now find it was. I shall now order the letter to be read, and attached to the proceedings.

The Registrar read the letter, as follows:—

Hongkong and Shanghai Bank.
Hongkong, 30th November, 1883.

My Dear Woodford,

I am very sorry indeed to find that you have been speculating so heavily in shares and have got into such a mess. I think your wisest course is to send the contract notes back to the various brokers, and tell them that you are unable to take up the shares.

It is a most serious thing for a Bank official holding a responsible position to compromise himself in such a way.—I remain, yours very truly,

T. JACKSON.

His Lordship—After having gone through the papers I do not see, I think, that any body could go through them without coming to the conclusion that the bankrupt in this case had involved himself in most reprehensible speculation. According to the report of the Registrar the bankrupt embarked largely in speculations in Bank shares, and, as Mr. Jackson says, it is a most serious thing for a responsible official in the Bank to become involved in share speculations in this way. It seems, having regard to Mr. Woodford's position, it was a most improper thing for him to do, to be buying shares of the Bank in which he was employed on time bargains, and it would be equally improper for him to be engaged in selling them. However, Mr. Woodford had no other recourse than to communicate with Mr. Jackson. It appears that in September, 1883, he bought 300 Bank shares and 100 China Sugar Shares, and in November 189 Bank Shares, value $369,476.85. A fall having taken place the bankrupt, having no resources, repudiated his contracts. Now it seems to me that when he purchased these shares he believed they would rise in price, but he certainly had no business to purchase them at all unless he was in a position to pay up if there was a loss, and that he was not able to do. It was a case in which he would take what he might win, but was not in a position to pay any loss. The only redeeming feature in this case is that Mr. Woodford has really, it seems to me, to have made most strenuous exertions to put things with his creditors in as good a position as he could. If his creditors had accepted the overtures that he made to them—all of them—and his creditors had come before the court, and asked that the court should not resort to extreme measures in dealing with Mr. Woodford—if they had represented that to imprison Mr. Woodford might probably be taken to mean a punishment for themselves, as in such a case they would probably get but a very small dividend—it might be that the court would have taken it into consideration, as has been done in some other cases at home, and the court would have sanctioned the agreement made by Mr. Woodford with the consent of all his creditors, by which they might secure some good to themselves. But this has not been done, most of the creditors have withdrawn their opposition, but one has insisted on his right to oppose. In so doing he has been accused of being actuated by vindictive feelings, but I can quite understand that in opposing the bankrupt's discharge he is actuated entirely by public grounds. Of course I do not know what Mr. Gourdin's motives may be, but it is quite possible that he may have been actuated by a desire to put a stop to this sort of practice in the community; and if he is actuated by such motives, it seems to me that he is justified in doing so on public grounds, and that he deserves the thanks of the community for having done so. No one can conceive the pressure brought to bear upon creditors in such cases—pressure brought to bear not only by the other creditors, but also by their own kindly feelings in not wishing to proceed to extremities against the bankrupt, nor to injure the other creditors. But I can quite conceive, as I said before, that a creditor may be actuated by public motives, and may seek to put a stop to this this sort of thing in future. There can be no doubt as I am informed, that this is not the only case of the sort which has occurred in this colony. With regard to the Section of Ordinance, it places it in the power of the court, among other things, to direct imprisonment for any period not exceeding one year; and I apprehend that this provision was not put into the Bankruptcy Act in order that it should not be used. It was intended to be used whenever the Court should come to the conclusion, in the exercise of their discretion that it ought to be used; and I may say that if it is not to be used in this case, I think there is hardly a case in which it could be used. One of the creditors having opposed the insolvent's discharge, having asked the court to exercise the powers contained in this 142nd Section, I think the court is bound to do so unless some good cause is shown why it should not be done. Mr. Caldwell contended that it would be injurious to the other creditors, and that as the other creditors were willing to accept the composition offered by Mr. Woodford, it is only fair to allow them to do so. But it must be remembered that imprisonment for debt is not abolished in this colony, and that every creditor of a debtor has a right in execution of a judgment to imprison his debtor for a period not exceeding one year. The Bankruptcy Act was passed for the purpose of preventing unfortunate debtors from being harrassed by their creditors, and from being put into prison by one after another of them, and it was also passed in order to prevent an unfortunate debtor, a man who owes his insolvency to a series of misfortunes from being imprisoned at all. Now this is a case which cannot be described as a bankruptcy of misfortune, but the bankruptcy is one that is entirely due to Mr. Woodford's conduct, and therefore I do not think I should be justified in debarring Mr. Gourdin from the right he would have had not the bankrupt resorted to the Bankruptcy Act, of putting him in prison, even though the other creditors would be willing to release him. I must deal with this case in such a manner that it will serve as an example to others. It is a most improper thing for people to enter into speculations when they have no money whatever to lose, and therefore in dealing with this case I must inflict what I consider a deterrent punishment. I take into consideration the fact that Mr. Woodford has endeavoured to arrange with his creditors, but for that I should possibly have passed upon him a more severe punishment than that which I am about to impose. I do not think, however, that I should be doing what is right if I passed upon him a less sentence than six months' imprisonment. The sentence of the court is that you be imprisoned in the gaol for six months.

The order of discharge will take effect subject to his imprisonment.

ANTI-FOREIGN RIOT AT FATSHAN.

News has been received of a serious attack at Fatshan on the Mission property there. Full details are not yet to hand, as the news was sent down to Canton by telegram and not by written advices. The outbreak seems to have occurred on Monday morning, the 1st inst., and the chapels of both the Wesleyan and London Missionary Societies are understood to have been partially destroyed. The Authorities have now placed a guard of soldiers over the property. Dr Wenyon, in charge of the Hospital attached to the Wesleyan Mission, was, we believe, the only Missionary in the town at the time, and he and his family were leaving for Canton when the telegram was despatched. They therefore fortunately escaped without personal injury.

The recent disturbances at Fatshan seem now to be at an end, and it is believed that the mob are not likely to rise again against the Missionaries and the native converts in that town. There are apprehensions, however, that as the news of the doings of the mob in that place is conveyed to various other parts where Missionaries are located, it may have the effect of causing others to emulate the rioters in this case, and perhaps even to carry their violence to greater extremes. On the present occasion the authorities seem to have acted with much promptitude in sending soldiers to quell the riot, and thus doubtless prevented a great deal of damage being done. As it was, the Wesleyan Chapel had all its furniture and fittings wrecked, and even its structure injured, whilst the chapel connected with the London Mission was similarly treated, with the exception of the damage to the structure. Two causes are believed to have led to the rising of the mob. One is a recent proclamation by the Viceroy of Canton, which after dealing with the Franco-Chinese troubles, enjoined the people not to interfere with merchants carrying on business peacefully, but unfortunately left the missionaries and their converts quite out in the cold, and thus led the ignorant people to think they might wreak their hatred upon them as they pleased. Another cause is believed to be the issuing of a notice declaring the French religious establishments to be appropriated by the authorities. Urgent representations were made to the Viceroy as to the harm the first proclamation might cause, the American Consul at Canton being particularly earnest in the matter, and now another proclamation has been issued enjoining the natives not to molest the Christians in any way under pain of the severest punishment, so it is hoped there will be no further trouble with them at present. Estimates of the damage done to the Mission properties have been drawn up, and an indemnity will be demanded, but of course the Consuls cannot include the damage done to the property of the unfortunate native converts, who, being Chinese subjects, do not come under their jurisdiction; they are therefore likely to get but little recompense. The ringleaders of the disturbance are known, but it is exceedingly doubtful whether they will be punished, as the officials are most probably afraid to take action against them, the people being in such a disaffected state. Just now the hatred of foreigners is very great, and though the proclamation by the magistrates of Kwan Tao mentioned above only alluded to the French Missions they make no distinction between one sect of the Christian faith and another, and they appear to hate the native converts as bitterly as they do the foreigners themselves. Every semblance of foreign manners or civilisation among their own people is gall to them. Only a short time ago they wrecked the shop of an unfortunate Chinaman in Canton because he had the place a dentist's shop, made clean and attractive to the eye after the fashion of European shops. He got a gilded idol and put it in his shop with the aim of calming down the gathering hostility to his establisment. It was no use, however; they declared it was a piece of humbug and would not have the innovation of foreign civilisation which they hated for its superiority to their own, and they went in a mob to the shop and wrecked it. Ill considered and unwisely worded proclamations by the authorities do a vast amount of harm, and it is to be hoped that the urgent representations lately made by the Consuls may have the effect of causing the new Viceroy and his subordinate officers to be more careful about what they proclaim to the public, for it is like playing with a dangerous explosive to influence the mob with such documents as have lately been circulated.

A MISSIONARY ASSAULTED AT SHAOSHING.

Wild and extravagant war rumours are freely circulated, causing people of the lowest class to be rude and insulting to foreigners. The news of the French defeat (?*sic*) at Foochow, and the death (!) of Admiral Courbet reached Shaoshing just on the day when the annual procession in honour of the God of War took place. The coincidence was too good to be lost sight of, and the most was made of it. The people are in high spirits about the defeat (?) of the French, and insulted Rev. Mr. Jenkins of the American Baptist Mission upon the main streets. Their behaviour betokened anything but a friendly relationship with "neutrals," besides using abusive language they pelted him with the skin and seeds of melons. Such conduct is most unusual for the Shaoshing people, who have hitherto treated foreigners with great civility. Mr. Jenkins was disturbed somewhat in his chapel during service by rowdies, who actually meditated stoning him, but were restrained from carrying out their intention.—*The Star in the East.*

OUTRAGE ON FOREIGNERS NEAR WOOSUNG.

The Right Rev. Bishop Moule writes to the *N. C. Daily News* on the 5th inst., as follows:—

I am sorry to have to relate the circumstances of one of the most cowardly outrages on foreigners ever perpetrated in this neighbourhood. My friend and colleague the Rev. A. Elwin, from Hangchow, is staying here with his family, *en route* to England, on sick furlough, by the outgoing English mail. He started for Woosung yesterday afternoon, accompanied by his little girl, aged 8 years, and by Miss Marsh, wishing to see the *Thames* and call on the Captain before embarking on Saturday. The strong east wind delayed the boat all the way to the Point; and as it was getting late when they neared Woosung, they decided to start homeward at once on the first of the flood. Here again, the wind being dead ahead, their progress was very slow; and fearing a late arrival in Shanghai, they landed, meaning to walk to the Point, where a carriage was waiting for them. A man guided them some distance, and then left them to themselves. Soon some boys volunteered their help; but they were evidently bent on mischief, and our friends wandered farther and farther inland, having by this time hopelessly missed the track. It was now late, though the moon was shining brilliantly. Men began to gather and follow, clamouring for money. As this was not forthcoming, the mob increased, each village yielding a contingent. Thus pursued and threatened, the weary travellers wandered on and on, wading in many places through pools of water or thick mud. The mob grew more savage, and Mr. Elwin asked Miss Marsh to hasten on with his little girl as fast as possible, while he, some twenty yards behind, walking backwards with his face to the crowd, endeavoured with great gallantry to keep them at bay. They came on fast, however, and struck at him with long canes and bamboos, most providentially more dangerous weapons were not at hand,—and pelted them all with showers of mud and stones.

They then grew bolder, and rushing in front, dodged behind bushes, and springing out seized, very roughly Miss Marsh and the little girl, trying to tear their dresses. The courage and endurance displayed by the ladies here must have been beyond all praise. Mr. Elwin meanwhile tried to treat the ruffians like a pack of wolves, and threw one thing after another to them,—sandwiches, newspapers, a handbag, etc. After a while, with great violence, a pocket-book, umbrella, hat and Miss Marsh's hat also, were all torn away.

Our friend's strength, after three or four hours of weary wandering and perilous running for life, was well nigh spent; and Mr. Elwin feared the very worst, when just at the critical moment, through God's mercy a light was seen. They made a dash towards it, forced their way into the Chinese shop, notwithstanding the not wholly unnatural reluctance of the inmates, and the door was shut.

They were now safe, for the villagers gathered in force to protect their own people. A Christian schoolmaster, a man of influence, was in the house at the time, and after half an hour's shouting and confusion the ruffians left or were cowed. The villagers then procured wheel barrows, a deputation of eight or nine men escorted the party some distance, and at 1 a.m. this morning our friends, well-nigh worn out and covered with mud, but, thank God! uninjured in limb, reached my door.

I need not add that the affair has been placed in the hands of H.M.'s Consul-General, where it can be securely left for prompt and just treatment.

I deem it right to publish this narrative to warn others as to the possible temper of the villagers; though one would fain hope that it was only an accidental outburst of covetous brutality emboldened by the lateness of the hour and the smallness of the party. It is worth recording, however, that neither Mr. Elwin nor myself, when visiting, by day and by night, remote and somewhat lawless regions of the Chekkiang hills, ever feared or ever experienced such treatment as Mr. Elwin experienced last night in a place almost in sight of this great Settlement, and in a region recently proclaimed as neutral and peaceful ground.

P.S.—Mr. Elwin landed quite close to Woosung and was soon guided inland. The only place the name of which he ascertained was the large village where he took refuge in a shop. This seems to be marked on the map as Sen Nga Shi, about 15 *li* from Shanghai.

The *N. C. Daily News* has the following note on the above letter:—

It is to be hoped that the British Consul-General will succeed in obtaining the punishment of the natives who assaulted the Rev. Mr. Elwin and his party between this Settlement and Woosung. The occurrences took place almost at our doors, and were too serious to be passed over lightly, whatever may have been the object of the villagers—whether they wanted to plunder or were merely acting in wanton brutality. And unless the Taotai and the officials in the districts near this can prevent the occurrence of such affairs as this, or inflict adequate punishment on the offenders and their villages, residents here will not feel much security outside the limits of the Settlements. The Consul-General has, we know, already taken the necessary steps to bring this affair before the Taotai, who has entrusted the matter to the charge of the mandarin who conducted the enquiry into the attack near Woosung on a British Naval Officer some few months ago, in a highly satisfactory manner. We trust that the Consul-General will not allow the native officials to interpose any of the delays they are accustomed to use to prevent foreigners obtaining justice. Some of the villagers in the district in which Mr. Elwin and the two ladies were ill-treated have long borne a bad character for cowardly assaults on and stone-throwing at foreigners, whenever the inhabitants thought they could do so with impunity. The present case affords an opportunity of having these people brought to justice.

REPORTED DEGRADATION OF LI HUNG-CHANG.

The *N. C. Daily News* publishes a letter from a correspondent at Tientsin who, our contemporary states, is usually well informed as to what is going on in political matters in the north. This letter reports the degradation of Li Hung-chang, but as the letter is dated as far back as the 28th ultimo, and no confirmatory intelligence has since been received either from Peking or elsewhere this part of the correspondent's statements may fairly be regarded as unfounded. The letter is as follows:—

We are receiving every day more details of the history of the China Merchants' Steam Navigation Company, from its beginning to its sudden and shameful close. The profits it made were enormous, but peculation and waste always kept its treasury empty, even though the sums paid to it by Government for rice transport, and other subsidies, were in themselves enough to have paid all expenses, and to have left a good profit over and above. Its revenues were very largely increased by freights and passage money, yet with all this the Company was in an insolvent state at the time of the sale. It is said that from first to last seventeen millions of taels have been collected from the Government and public. The Viceroy Li has been degraded. He has lost his rank of Grand Secretary, Senior Guardian, High Commissioner and Viceroy, and yesterday he was degraded to Acting Viceroy. He is succeeded as High Commissioner by a Tartar named Shsang-chin.

Others will hear more about the matter, and the innumerable relatives of some of those connected with the Company and the hangers on generally who have battened on it and the mining concerns with which it has been connected, will find a disagreeable time before them. Some disclosures will probably be made concerning the functions of a diplomatist which will surprise people. Petitions from shareholders in the Company have, it is said, gone in to nine Censors asking for a judicial inquiry into the circumstances attending the sale.

THE GOVERNOR OF SHANTUNG AT TUNG-CHOW.

TUNG-CHOW, 21st August.

During the period of military operations, the Governor is not permitted to remain at his capital, Chi-nan Fu, but must, as the Commander-in-Chief of the forces of the "Commonwealth," take his post on the coast. He was invited by Dr. Mateer, the President of the Tung-chow College, to come and look at the moon and the "starry firmament" through his telescope, which is one of the best, if not the very best, in China. His Excellency accepted, came in state, expressed himself highly delighted, and also witnessed a number of experiments in the Laboratory; the College being provided with several thousand dollars' worth of Chemical and Philosophical apparatus. A few evenings afterwards, a Taotai with a number of Provincial Secretaries came to see the wonders of science. They were specially struck with the Theodolite, especially in reference to surveys on the Yellow River, and they would not leave till repeated promises were made to send them next day two senior students who had studied surveying. These young men had a long interview with several Mandarins, and a report of it was sent to the Governor. Dr. Mateer is preparing an elaborate report of Captain Ends' success with the Mississippi. Since the Governor called, quite a number of officials have come to pay their respects. The result has been a very happy one. Before this, the new regiments of soldiers were very impudent on the streets and were sometimes insulting, even to the shout "kill, kill;" now they are as polite as a French dancing master."

Yesterday four of the foreigners went to call on the Major-General in command of the troops stationed here. He received them very courteously. As they walked up the paved road, a line of soldiers on each side dressed in new bright uniforms and with burnished guns—borrowed, it was rumoured, for the occasion—presented arms.—*N. C. Daily News* Correspondent.

HONGKONG.

The chief event of the fortnight was the typhoon which blew on Wednesday night and the early hours of yesterday morning. The Indo-China S. N. Co's steamer *Taisang* dragged her moorings during the storm and was driven against the Praya, where she had a hole knocked in her bow. This was the only damage of any magnitude caused by the storm. As the weather had been threatening for some time precautions had been taken, and to this is due the fact that the wreckage was not greater. The Recreation Club was to have held aquatic sports to-day and to-morrow, but owing to the Bath having been damaged these have had to be postponed. J. D. Woodford, a clerk who speculated heavily in shares, without possessing capital, and became bankrupt, has been sentenced to six months' imprisonment by the Supreme Court. The Rev. J. Colville, late of Union Church, terminated his pastorate there on Sunday, 31st August. The regular services of the church have been discontinued, owing to want of funds, but it is intended to hold occasional services as opportunity offers. Three Chinese houses in Seyingpoon were destroyed by fire on the morning of the 5th inst. The annual meeting of the Hongkong Cricket Club was held on the 8th instant. Two French steamers running between Hongkong and Haiphong have been placed under the British flag in consequence of the hostilities between France and China. Large numbers of panic-stricken natives have recently been pouring into the colony from Canton. Governor Sir George Bowen, G.C.M.G., leaves for Japan to-morrow on a trip for the benefit of his health.

His Excellency Hsu Tsz-yuan, the new Minister to Germany, France, &c., is a passenger by the P. and O. steamer *Thames*.

We learn that the steamer *Zephyr* (recently *Hainan*) has been sold by the Hongkong, Canton, and Macao Steamboat Company on private terms.

We are informed that Mr. W. Danby, C.E., has been requested by the Chinese Authorities to make a survey for a line of railway from Canton to Kowloon.

We hear there are still a number of French priests in the country who have not yet had time to reach Canton. In view of the proclamation putting a price on the heads of Frenchmen their position is evidently critical.

The Mexican Pacific Navigation Company will shortly commence running a monthly line of steamers between Mexican ports and Hongkong *viâ* Honolulu and Yokohama. The General Agents (Messrs. Jardine, Matheson & Co.) advertise the first steamer, the *Mount Lebanon*, to leave here in October next, *viâ* ports of call for Mazatlan in Mexico.

Admiral Lespès was ashore on the 7th inst. and had a small escort of Sikh Police. This was given him presumably in consequence of the proclamation by the Chinese Authorities setting a price on the heads of French officers. Many of the Chinese now down here from Canton would no doubt be glad to earn the reward if they had a chance.

As the *Hankow* was nearing Canton on her usual trip on the 30th August she got into shallow water, and it was deemed prudent to come to a stop. The anchor was let go, but the vessel fouled it and sustained some damage to her bottom. After being temporarily repaired she returned to Hongkong, and went into dock. The *Powan* takes the *Hankow's* place on the line while the latter is laid up.

The Chinese seem to be feeling the need of some men more competent than native officers to get their defences into good order, and some of the Cantonese officials have been in this colony endeavouring to find Europeans to give them the benefit of their experience and, larger ideas. We hear that they have made such offers that two men of the Naval Yard Police who were formerly in the army, and a sergeant of the Buffs have thought it worth while to desert their present service and enter that of China.

We regret to have to record the death of Mr. W. McKinney, the Fourth Master at the Central School. Mr. McKinney has been suffering for some time from an affection of the lungs, and a few days ago had to go to hospital. During the night of the 27th August he had a severe attack of coughing, during which he burst a blood vessel, after which his strength rapidly failed, and he died at five o'clock p.m. on the 28th. Mr. McKinney was a member of the Masonic fraternity and was the Junior Warden of Zetland Lodge.

It is with regret we have to record the death of another member of the European community of this colony. Mr. Thomas Kirkwood, of the Dock Company, was widely known and generally respected and liked, and the news of his death will be received with sorrow by many. Mr. Kirkwood had been ailing for some time past, but his condition was not thought to be dangerous. On the 29th August he appeared about the same as he had done for some time previously, and the hand of death came upon him with awful suddenness.

We have been informed that the master of the *Guy C. Goss*, which cleared from this port on the 23rd August, landed a disabled seaman, John Brody, on the bench outside the harbour, who returned to Hongkong, and is now in the Civil Hospital. The *Guy C. Goss* has gone to San Francisco, and we learn that the American Consul here has informed the State Department at Washington of the facts of the case and requested that a criminal prosecution be instituted against the master for his inhuman conduct. The penalty is a fine of $500 or six months' imprisonment. The sailor will be sent to San Francisco by the *City of Peking* to be a witness at the trial.

The German steamer *Feronia*, which arrived here on the 29th August from Hiogo, had a sharp dusting from a typhoon when a little north of Formosa. The storm first came upon her on the night of the 25th, and she was buffeted by it for seven hours and a half. The vessel was hove to, and her course altered, so as to run away from the typhoon, and the centre of it did not pass over her. There was a tremendous sea, and had not the vessel been somewhat light, her decks would in all probability have been swept clean. As it was, however, she sustained no damage. The barometer fell very low. Passing the entrance to Amoy harbour, a lot of wrecked junks were seen.

The U. S. corvette *Ossipee* arrived at this port from America *viâ* Suez Canal on the 1st inst., being commissioned for a three-year service on this Station. A description of the vessel was published about a fortnight since in our columns. She is commanded by Capt. J. J. McGlinsey, and the other officers are as follow:—Lieut.-Commander, Wm. B. Newman; Lieutenants, John A. Rodgers, J. F. Mulligan and Wm. B. Caparton; Ensigns, Y. S. Nelson and R. W. Hodges; Surgeon, Abel F. Price; Passed Assistant Surgeon, A. C. H. Russell; Paymaster, Geo. R. Watkins; Chief Engineer, Lewis W. Robinson; Passed Assistant Engineer, W. S. Moore; Assistant Engineers, Charles Talcott and Wm. Le Catheart; 2nd Lieut. Marines, Charles H. Leconcheimer.

With reference to the Manila lottery we note that a Royal Decree has been issued instituting a new department to take charge of this branch of the revenue service. The department which at present has charge of the lottery has, according to the decree, been unable, by reason of its other duties, to give the attention to this matter which its importance requires. It appears the lottery is looked to to make good the deficit in the revenue caused by the abolition of the tobacco monopoly, which the Government wishes to make up without increasing existing taxes. The reorganisation of this branch of the service is the more necessary, says the decree, inasmuch as the increasing passion for gambling, which would otherwise prove a fruitful source of crime, may by this means be in great measure corrected while at the same time being made to contribute to the revenue of the state.

With the exception of the Messageries Company's steamers, the Chinese will now have but little French traffic to harass in these waters, as about the only other French steamers running to and from this colony are changing their flags for the British ensign. These are the *Nanzian* and the *Saltes*, which have been running for Messrs. Roque Brothers, of Haiphong, from that port to Hongkong for some time past. They have now passed into the hands of Mr. J. W. Jameson, of Hongkong, and lately of Saigon, and will continue on their old trade under the British flag. Capt. G. Wright, who has been in command of the China and Manila Steamship Company's steamer *Esmeralda* for a considerable time, has taken command of the *Saltes*, whilst Capt. Garceau retains that of the *Nam Vian*. Mr. A. R. Marty continues to be the agent for the steamers as before.

Some months ago the Secretary of State for the Colonies granted the Governor two months' vacation leave to proceed to Japan in August. Lady Bowen and His Excellency's family were to have accompanied Sir George, but owing to their forced departure for England in consequence of Lady Bowen's grave illness, and the growing complications between France and China, the Governor has delayed taking leave. His Excellency would, we understand, have preferred to remain at his post through the year, but his medical adviser has given a certificate that a short visit to the Baths in Japan is absolutely necessary, as he suffers severely from rheumatism, which has attacked the knee injured by a horse accident some months ago. Under these circumstances, and seeing that it is certain Hongkong will not be affected directly by the hostilities between France and China, Lord Derby has given special permission to the Governor to take the leave already granted. His Excellency will leave here for Japan by the P. and O. steamer *Teheran* to-morrow and will be absent for five or six weeks. The Hon. W. H. Marsh will administer the Government during Sir George Bowen's absence.

At about 11.30 on the night of the 5th instant the attention of Inspector Thomson at Yaumati Station was attracted by the sound of musketry firing in the direction of the border of the Chinese territory. Hastily collecting all the men he could together, he went in the direction of the sounds, but only arrived at the extremity of British territory to find it all over, and to meet a crowd of opium smugglers running from the Chinese side into the British. It transpired that these men belonged to a band of about 160 men, many of whom were armed with old muskets, &c., one of the bodies of desperate men who occasionally leave here with opium to smuggle into various parts of China. The law cannot touch these men except they are found on this island carrying arms, in which case they are arrested, and punished formally for the carrying of deadly weapons, not being the holders of night passes, and their guns are forfeited. In most cases they elude the vigilance of the police, but if they are discovered they are always very docile, knowing that here their opium cannot be interfered with. They never give trouble on British soil, but on several occasions a whole gang of them have been marched off to the Station by two or three constables. On the mainland, however, it is a different story. Should the Revenue Officers come upon them, as is frequently the case, they use their weapons fiercely, and the Customs men have not been uniformly successful in these encounters. The trade is very profitable when the smuggling is successfully carried out. On Friday night this party appears to have eluded the observation of the Hongkong police, and got over to Kowloon in safety. Their troubles were yet to come, however, for they had scarcely got over the border when a body of Revenue men came upon them. There was a lively fusillade for a time, and then the smugglers, finding they were getting worsted, scampered back into British territory just as Inspector Thomson came up. It was said they had two men killed, but no dead bodies were seen by the police. They took their opium with them. The great part of the crowd proceeded like a docile flock of sheep to the Station, where they remained quietly about the building, with nothing to prevent their leaving, until the next morning, when they were sent across to Hongkong.

CHINA.

CANTON.

There is a man now living in Canton, according to the *Hu-pao*, who is 109 years of age. His son is over 80, and one of his grandsons over 60. There are five generations of his family living.

The Canton correspondent of the *Shen-pao* writes as follows:—On the 25th August a telegram from Foochow was received here, reporting a great defeat of Chinese troops and asking for assistance. The authorities on hearing this news became puzzled, and Peng Yu-lin ordered a certain regiment to Foochow. The soldiers of this regiment, being raw recruits, all deserted on hearing the order, and left Peng Yu-lin in a great rage. Peng Yu-lin then wanted to send the A Regiment, but the General objected, saying that Canton is an important place and must be properly defended; the A Regiment being considered his right and left hands, he could not dispense with it. Peng Yu-lin had no other course to follow but to order 500 men of his own guard to Foochow, and they left on the 27th.

AMOY.

The *Amoy Gazette* says that the wreck of the British barque *Kolga* was sold on the 2nd inst. at auction for $1,000, the purchaser being a Chinaman.

A correspondent, writing from Amoy on the 2nd inst., says:—"By the steamer *Hailoong* yesterday we learn that the French ships are still at Keelung, and an occasional shot is fired to prevent the Chinese throwing up earthworks. This port is quiet, but the people are anxious as to what may occur."

FOOCHOW.

The *Mercury* hears that a local firm is about to enter into a contract with the Chinese to recover some of the war material sunk during the late engagement at Pagoda Anchorage.

Recruiting is going on in the city of Wanchow and the vicinity of Taichow, to swell the already large forces now assembled at Foochow. The *Courier* hears that 3,000 men have already been enrolled and will be sent on to their destination as soon as possible.

The death of a well-known teaman is reported from Foochow. The *Daily Echo* of the 28th ultimo says:—News was received from Chinchow yesterday afternoon that Hopchun died at his home the day after reaching it. He had been ailing ever since the market opened and the long journey overland to his native place at the present season of the year probably proved too much for his strength. A familiar form in the Foochow market for the last 32 years, no business man can fail to appreciate the energy and capacity which enabled him to raise himself from a very low status to the position of leader for many years in a large branch of China's trade with the outside world. He is stated to have been 61 years of age.

There appear to have been three persons wounded on board the gunboat *Zephyr* by the Chinese firing upon her in the Kimpai Pass as she was going up the river to relieve the *Merlin* at Foochow. A shell fell on board, and is bursting severely wounded Lieut. Jervoise in the leg; it also wounded a seaman, and the Chinese pilot, who was taking the vessel up, the latter's injuries being very serious. There were fears that Lieut. Jervoise's leg would have to be amputated.

A correspondent of the *N. C. Daily News* says:—There was no Alphabetical gun-vessel at Foochow; the vessels so called were boats built for Mr. Bidwell by Laird & Co., of Liverpool, some years ago, and from all accounts they live to fight again. None of Sir William Armstrong's boats have as yet been engaged with the French. The rest of the vessels reported sunk are the oldest and smallest of the ships built at the Foochow Arsenal, with the exception of the *Yang Wou*, which was looked upon as a training-ship. All the larger and newer boats built at that dock-yard were not there.

NINGPO.

27th August.

Of the many rumours current amongst the natives at Ningpo, it is said that the U.S.S. *Juniata*, now lying at that port, is flying false colours, her nationality being French. This, coupled with the phantom French vessels that are reported outside, has induced the natives living in the city to leave for up-country by hundreds daily, the gates of the city being left open all night to facilitate their departure. Boatmen have done much to circulate these rumours, by which they are reaping a rich harvest, requiring as much as $16 for what, previous to the panic, they were paid 1,600 cash. The officials, while endeavouring to prevent this ex

HANKOW.

25th August.

The alarming reports that come to us from certain obscure quarters of the state of affairs in Hankow are my excuse for troubling you. We are dwelling in peace and quiet, and without apparent danger of any sort of disturbance from the natives, who really do not seem to care a penny whether the French or the Chinese come out ahead in the war of words that has been raging down your way. Recently we have been having quite a commotion here among the foreign residents; not that there has been any danger at all, but it was deemed prudent by the Senior Consul that a meeting of the Consular body should be called and some line of action adopted in case of need. The meeting was accordingly convened at the U.S. Consulate, and after discussing the situation, a resolution was unanimously adopted that the Municipal Council should be requested to call a meeting of the residents at the Club to deliberate and adopt some course to be pursued in case of any hostile feelings being displayed. The meeting was called and duly assembled. The first business in order was to read three letters, written by three out of the four Consuls, disapproving of the meeting entirely—a most extraordinary proceeding on their part; but if was rumoured that it was done at the request of H.B.M.'s Consul, and then all wonder ceased, as he is known to be the originator of strange ideas. After some discussion between the Senior Consul and H.B.M.'s representative, in which the latter came out rather worsted, the Chairman of the Municipal Council suggested that the object of the meeting be proceeded with. A Vigilance Committee was then appointed to act under the Municipal Council, to make such arrangements as the exigencies of the case might suggest, thus relieving the Consular body of any special concern in the matter.

After sunday visits by Mr. Alabaster to the Chinese officials, we have had a special guard, cold to numb even a hundred men, told off for our special annoyance, and stationed a full mile from where they could possibly be of any use to us in case of need. Our otherwise peaceful nights are now made hideous by having the streets of our well lighted concession patrolled by a band of heroes armed with the usual array of antiquated weapons and many lanterns and a detachment of cavalry accompanied by a bugle that would in any other country be considered only a very poor specimen of a fog horn; and to further assist in annoying the community and helping to keep them awake at night, we have a Chinese guard-boat lying near the Policestation tum-tumming the whole night. If there is any other use in all this than to frighten children at night and cause fond parents to rise and offer a silent left-handed prayer for the promotor of such a scheme of protecting the foreign community, it will be difficult to imagine what that use can be. It has been said on the Bund that a Consul who is neither Russian nor American has a private guard in his own house, and has invited the French Consul to share his safety. Possibly they may be pulling his leg, as we say, but such is the rumour. I am quite sure that the community would feel equally as safe without the guard as with it. If it is recorded wherein Chinese soldiers have ever put forth efforts to protect foreigners in time of need, I have never read it. Had there been any need for assistance from the Chinese at all, the common-sense plan would have been to have barrier gates put up at the ends of each of the three streets leading from the Chinese town into the concession, the same as are met with through the Chinese streets, and guards stationed at them to close them in case of disturbance or riot, and prevent the mob from entering the concession. The guards would then be between the mob and the foreigners, and in a position to be of service instead of being a full mile away in an opposit direction. After an extended experience in China I am decidedly of opinion that there is but little to fear from a mob where the Chinese officials are desirous of keeping the peace. That the local authorities of this place are fully alive to the importance of keeping order, their active measures, that have continued from last year, are, I think, ample proof.—*N. C. Daily News* Correspondent.

1st September.

Though the times are exciting the community here are as quiet as they can be expected to be in such a country and at such a time. A large meeting of residents held at the Club expressed their opinion as to the necessity of having a gunboat, but the practical result is still a dim possibility. The natives have warned all French to leave and that by name, and have vowed vengeance against all Catholics, foreign or native; and it is not unlikely that some demonstration will be made against them, and such demonstration (in spite of our valiant vigilance Committee (?) of whose movements is known) may turn into an anti-foreign riot. One French family has taken time by the forelock and departed for their native air. The French Consul floats his flag over an empty house in quest of a brother Consul.

Certainly if H.B.M.'s Consul thinks it necessary to have a Chinese guard round his house at night it is high time a gunboat of some nationality anchored off the Bund in this out-of-the-way place. Things are better prevented than avenged.—*Mercury* Correspondent.

WUHU.

A correspondent of the *Hu-pao*, writing from Wuhu under date of the 29th August, states that a British man-of-war recently arrived there and remained for three days, during which time no one landed. The unaccustomed event caused some alarm among the Chinese, and a mandarin went on board to enquire whether they had come as friends or foes. However, the minds of the natives were set at rest when the Commander of the British war-vessel returned the mandarin's call, and also invited him and several other mandarins, together with the British Consul and the Commissioner of Customs, to a dinner.

NEWCHWANG.

27th August.

Since my last there have been heavy rainfalls, and the health of the province has improved, but the crops have more or less suffered. The sickness which has carried off a great number of natives is a kind of cholera which visits us whenever there is an abundance of cucumbers and fruits. To observe Chinese coolies in the act of devouring all kinds of produce is enough to make one ill. They break a large green melon in two, shake out the pips, and eat the remainder, rind and all. Amongst foreigners there has been some sickness and great uneasiness, but only one death. The attention of nearly everybody is confined to the France-Chinese dispute, and we cannot make out why the affair should be so prolonged. Has it struck you how terrible might be the consequence of any success on the part of the Chinese? Not a foreigner—man, woman, or child—would be safe in any port where there is no protection. Here we are utterly without assistance should anything be attempted against us, and in the winter we shall not be able to fly to merchant ships as we now can. Occasionally a British gunboat pays us a visit for a day or two, but otherwise we have no protection.

There is considerable movement amongst the native soldiery, several hundred men having just arrived from Moukden, some say *en route* for Port Arthur. We hear on all sides that China will not give in without a struggle, and that it will be necessary to march to Peking if France is determined to have her indemnity.—*N. C. Daily News* Correspondent.

29th August.

The cholera has left our place at last, after an extensive and deplorable harvest. We have now had more than a week of cool weather, the thermometer reaching down to 54° during the night, the days averaging about 67 to 68°. Geese, ducks, and snipe have made their appearance, much to the delight of our sportists, whilst "home-rulers" are anxiously waiting for easier game—grapes, which will be down from the interior soon. On the 23rd and 24th a severe gale with heavy and continual showers of rain blew from the North-East, turning Newchwang and the whole neighbourhood almost into a vast lake; anyhow all the roads had the appearance of creeks. In the river several smaller craft were capsized, unfortunately not without loss of lives; on shore numerous trees, chimneys, and walls were blown down, and parts of houses washed or melted away. The fields are mostly under water, and fears are entertained that the crops about here and especially further in the province have suffered greatly.

TAKU.

Through the entrance of the Peiho river being blocked (by barrier) on the night of the 2nd inst., the steamer *Peilung* and a Norwegian barque could not proceed to sea; steamers were also delayed bound in. It is reported that it is the intention of the Chinese to place the barrier across the entrance every night, removing it in the morning.—*Courier.*

24th August.

I send you an account of an extraordinary high tide we had here yesterday, as it may be interesting to some of the readers of the *Union*.

During the afternoon of the 23rd inst., without any indications of wind or anything to cause the tide to come up as it did, nevertheless it kept rising till the Signal Station at the forts hoisted all it could, *i.e.*, 16½ feet. Yet the water came up till it flooded everything round about Taku. The large military road was also flooded, and sampans had to be used to enable the people to get about; there were also 3 feet of water inside the forts. The Naval Yard was almost swamped, the water being level with the highest parts of the bunding, and from the back, where there are low-lying places, the water was pouring in fast and running into the Dock itself so that in about an hour's time there were 3½ to 4 feet of water in the Dock.

Coolies tried to stop it by using planks and filling in between with coal dust and mud, but did not succeed.

The water in the village (Tongku) was about 4 feet in places and lots of the mud houses of the natives have suffered a good deal; some tumbled down when the tide ebbed.

The steamer *Kung-pai*, drawing 15 feet, came in without any difficulty. (She is the heaviest drafted vessel that has crossed the Taku Bar.) When the *Kung-pai* got to the village known as Yiu Chia-pu or Fisherman's Village, she took a sheer and ran up behind it. We all thought that the Captain was going to take a short cut across and save 4 or 5 miles steaming, but he could hardly find 15 feet on the Taku plains; had not a light wind been blowing, she would most likely have had to be dug out, but luckily for all, she managed to back offagain all right.

This tide, I think, is the highest on record up here; I should say there were between 20 and 22 feet on the Bar yesterday.—*Temperance Union.*—Correspondent.

PEKING.

26th August.

The French Legation have taken down their sign and shut up shop, a Cossack is in charge of the place. There is often a small mob to be seen gazing at the premises, but they are very quiet. There are lots of rumours afloat respecting the new Cathedral building by the French, among others one is that the French have tunnelled from this place to under the Palace and laid mines to blow it up, also that the Cathedral is full of mines. It appears, upon enquiring, that those rumours arise from Foreigners making cellars under their houses, the Chinese cannot understand what such big holes are for. I understand that Chinese soldiers are stationed at this new Cathedral and I know that some of the Missionaries are preaching with soldiers in the congregation so that the authorities are trying to check anything in the shape of a demonstration. The news from the north is somewhat better, the rebels fought a battle with the regular troops who were armed with breach loading rifles; as it rained during the time, the rebels could not light their matchlocks, so the regulars had it all their own way killing about a thousand, with very small loss themselves. The remainder have fled to the hunting park and cannot be followed till infantry arrive; there are about a thousand left.

The *Shen-pao's* Peking correspondent writes:—Before the French Chargé d'Affaires left the capital, he sent a despatch to the Tsung-li Yamen, the contents of which are unknown. The majority of the High Ministers of State desired war, but the wish of the Dowager Empress was for peace, so that when Her Majesty at last gave her consent for war, she was observed to wipe away a few tears, because she thought of the loss of life which would surely occur in war, and her heart felt sad at it. She gave her consent because there was no help for it, although she at times was wavering in uncertainty whether to listen to the words of her councillors or the dictates of her own heart.

FOR SALE.

FOR SALE.

A Block of 4 Substantially Built HOUSES, known as

The HING KEE'S HOTEL, Macao.

Nos. 95 & 97, Praya Grande, and Nos. 20 & 22, adjoining the above, facing Rua Formosa.

For Particulars, apply to

A. J. DA FONSECA.

Macao, 13th August, 1884. [1522

FOR SALE.

CHAMPAGNE,

HEIDSIECK & Co.'s

MONOPOLE

CARLOWITZ & Co.

Hongkong, 1st July, 1881. [1240

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.

Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

1 Dozen Quarts ..... $22.50.
2 Dozen Pints ..... $23.50.

Apply to

ARNHOLD, KARBERG & Co.

Hongkong, 20th November, 1883. [974

FOR SALE.

SACCONE'S SHERRY—Bottled by Sir FREDERICK PERKINS, LONDON.

MANZANILLA.

In case of 1 dozen quarts.

LIGHT DRY.

In case of 1 dozen quarts.

LAGER BIER.

In Pints and Quarts.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings,
Sole Agents for China.

Hongkong, 26th August, 1884. [1502

FOR SALE.

REAL SCHIEDAMSCH JENEVER in Stone Bottles; also POMERANZEN BITTERS and SCHIEDAM SCHNAPPS. PRIME SOURKROUT and RED CABBAGE, in Jars, and Salt HERRINGS, in tins.

SPORTING GUNS and RIFLES, REVOLVERS, and CARTRIDGES, SHOTS, &c., &c.

J. F. SCHEIFLER,
21 and 23, Pottinger Street.

Hongkong, 3rd April, 1884. [639

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19 ..... per case of 1 dozen quarts.
$20 ..... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24 ..... per case of 1 dozen quarts.

CHATEAU LAROSE.

$12 ..... per case of 1 dozen quarts.

PONTET CANET.

$9.50 ..... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.

LOREMONT.

$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

IRON BEDSTEADS, BENT WOOD FURNITURE, great variety just landed.

CURIOSITIES.

PICTURES, PIANOS, UPHOLSTERY.

FURNITURE,

FOR SALE OR HIRE.

CASSUMBHOY, Opposite City Hall. [23

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben. in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.,—Sole Agents.

Hongkong, 31st January, 1883. [1425

J. AND R. TENNENT ALES and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [19

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,

PARIS, 1878.

Sold by all Stationers and Dealers. [943

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THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

155 & 157, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & Co.,
General Agents.

Hongkong, 1st August 1884. [1115

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policyholders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31st DECEMBER, 1883.

Accumulated Funds	£11,379,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,139,338.
Income for year 1883	£ 2,717,599.

C. SETON LINDSAY,
Res. Manager,
Department of the East.

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

[1109

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [17

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [731

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [192

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [10

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [16

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [1

THE STRAITS INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [899

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [12

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.

Hongkong, 12th May, 1881. [13

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon First-class Risks to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [14

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ¾ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [15

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

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Policies issued for long or short periods at current rates.

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Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [11

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

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Hongkong, January, 1882. [947

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Apply to

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Hongkong, 11th September, 1884. [1703

TO LET.

SHOPS on the Queen's Road Front of 18, Bank Buildings, opposite the Hongkong Hotel.

Also Two large Front Rooms communicating, and a Back Room, together or separately, on 1st Floor entrance from Wyndham Street opposite the Club, suitable for a Public Company.

Also Front and Back Rooms on the 2nd Floor, suitable as offices or residences.

Apply to

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Hongkong, 10th September, 1884. [1698

TO LET.

NOS. 7 and 8, SEYMOUR TERRACE.

No. 3, PEDDARS HILL.
No. 4, SEYMOUR TERRACE.
No. 25a, PRAYA CENTRAL.

Apply to

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Hongkong, 10th September, 1883. [27

TO LET.

ROOMS in CLUB CHAMBERS.

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Hongkong, 1st February, 1882. [28

FOR SALE.

KOWLOON GARDEN LOTS Nos. 35 and 53.

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No. 3, LOWER MOSQUE TERRACE.
No. 19, HOLLYWOOD ROAD.

Apply to

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Hongkong, 11th August, 1884. [1470

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NO. 27, ELGIN TERRACE.

No. 9, MOSQUE TERRACE.
OFFICES at No. 2, DUDDELL STREET.
HOUSES in SPRING GARDENS at Moderate Rentals.
GODOWNS, FLETCHER'S BUILDINGS.
GODOWNS, EAST and WEST POINTS.

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Hongkong, 26th July, 1884. [1289

TO LET.

GREENMOUNT, BONHAM ROAD, from the 1st September, 1884.

Apply to

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Hongkong, 22nd July, 1884. [1370

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THE PREMISES now occupied by us No. 11, Queen's Road Central.

For Further Particulars, apply to Messrs. RUSSELL & Co.

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Hongkong, 1st August, 1883. [30

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1032

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With Immediate Possession.

THE DETACHED RESIDENCE "CRAIGENGOWER" on the Caine Road. Terms Moderate.

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With immediate Possession.

THE COMMODIOUS MATSHED next to MARINE VILLA, in Kowloon, on the East End of the Bay, three minutes walk from the Wharf.

For Terms, apply to

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Hongkong, 23rd August, 1884. [1571

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Apply to

C. F. A. SANGSTER,
Receiver, A. A. dos Remedios, Deceased.

Hongkong, 26th July, 1884. [1404

INTIMATIONS.

PORTLAND CEMENT J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,

HOLLIDAY WISE & Co.

Hongkong, 11th April 1883. [1118

SAM HING STULTZ, JUNR.

TAILOR, DRAPER, and GENERAL OUTFITTER, Best Materials and a Perfect Fit Guaranteed. AT MODERATE PRICES.

Dealer in CHINESE SILK of all kinds, PITH HATS, MATTING and BAMBOO BLINDS. Has always on hand a very fine Selection of various kinds of

SILK GOODS AND EMBROIDERIES.

Wholesale Manufacturer of SILK COATS and other Garments for Exportation.

MANUFACTURER OF Best Split and Every Kind of RATTANS.

ALSO RATTAN CHAIRS, COUCHES, &c.

62, QUEEN'S ROAD CENTRAL.

Fourth door West from Pottinger Street. [1070

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,

call attention to some of the Specialities they now consign to China, viz:—

Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.

Their own Blend of SCOTCH WHISKY, Highland Malt.

Their Genuine PORT for Invalid's use.

Their SHERRY, which maintains a good repute.

Their CLARETS, as produced in the vineyards.

The ROYAL CHAMPAGNE, used by Her Majesty the Queen.

These among other items are always to be had at the Godowns of our Friends

JARDINE MATHESON & Co., Hongkong and Shanghai.

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LANE, CRAWFORD & Co., Hongkong.

We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

SUMMER TIME TABLE.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI, at the following hours:—

WEEK DAYS.		SUNDAYS.	
Leaves Kowloon	Leaves Hongkong	Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.30 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.50 "	2.00 "	2.30 "	3.00 "
2.15 "	3.00 "	3.15 "	3.30 "
3.30 "	4.00 "	3.45 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.45 "	5.00 "
5.20 "	5.35 "	5.15 "	5.30 "
5.50 "	6.00 "	5.45 "	6.00 "
6.15 "	6.30 "	6.15 "	6.30 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "	7.30 "	7.15 "	7.30 "

The above time table will be STRICTLY and PUNCTUALLY adhered to. [1523

INTIMATIONS.

MONEY.

TO BE LENT ON MORTGAGE, on Property in Hongkong, sums varying from $2,000 to $30,000.

For Particulars, apply by letter to

"NEMO,"
Office of this Paper.

Hongkong, 1st August, 1884. [1429

SIGNOR AND SIGNORA A. VITA

2, ALEXANDRA TERRACE,

Beg to announce that they are prepared to give LESSONS in SINGING and on the PIANOFORTE.

PIANOS TUNED AND REPAIRED.

TERMS STRICTLY MODERATE.

Hongkong, 17th June, 1884. [1148

NOTICE.

HAIPHONG.

C. IMBERT AND CHESNAY,
COMMISSION AGENTS
FOR IMPORTS AND EXPORTS,
HAIPHONG,

Are willing to undertake Commissions for Firms in the Far East and receive Sample Consignments of Goods.

Communications in English should be addressed to Mr IMBERT. [1123

VESSELS ON THE BERTH.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BRINDISI,"

will leave for the above place TO-DAY, the 12th instant, at NOON.

A. McIVER,
Superintendent.

Hongkong, 10th September, 1884.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOOCHOW.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, and FIJI.)

THE Eastern and Australian Steamship Company's Steamer

"AIRLIE,"

Captain Ellis, will be despatched as above TO-DAY, the 12th instant, at FOUR P.M.

Parcels (all of which must be sent to our Office) will be received until FOUR P.M. of the day previous.

Contents and Value of packages must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1884. [1678

FOR SWATOW AND AMOY.

THE Steamship

"MEEFOO,"

Captain Lunt, will be despatched for the above Port TO-MORROW, the 13th instant, at NOON.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 10th September, 1884. [1699

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"TEHERAN"

will leave for the above place TO-MORROW, the 13th instant, at NOON.

A. McIVER,
Superintendent.

Hongkong, 2nd September, 1884.

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

will leave for the above place TO-MORROW, the 13th instant, at THREE P.M.

A. McIVER.
Superintendent.

Hongkong, 5th September, 1884. [1689

FOR TIENTSIN.

THE Steamship

"YEH-SIN,"

Captain Boswell, will be despatched for the above Port TO-MORROW, the 13th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 10th September, 1884. [1695

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Edwards, will be despatched as above TO-MORROW, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th September, 1884. [1515

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENROY,"

Captain Geake, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 9th September, 1884. [1561

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PRINCIPIA,"

Captain Kermish, will be despatched for the above Port on MONDAY, the 15th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 8th September, 1884. [1681

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. B. Macfavish, will be despatched for the above Ports on TUESDAY, the 16th instant, at THREE P.M., instead of as previously advertized.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 10th September, 1884. [1700

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENGLOE,"

Captain Webster, due here about 15th instant, will have quick despatch as above.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th September, 1884. [1667

FOR YOKOHAMA AND HIOGO.

THE Steamship

"KII MARU,"

Brown, Commander, expected here on or about the 16th instant, will have immediate despatch for the above Ports.

This steamer has very superior passenger accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 11th September, 1884. [1705

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.

Through Passage Tickets granted to PORT MORESBY, NEW GUINEA.

THE Steamship

"TAMSUI,"

Captain Vardin, will be despatched as above on the 16th September.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th August, 1884 [1624

VESSELS ON THE BERTH.

THE AUSTRALASIA, CHINA, JAPAN, AND STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, and TASMANIAN PORTS, NEW CALEDONIA.

THE Steamship

"SUEZ,"

Captain Dodd, will be despatched as above on THURSDAY, the 18th September, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 30th August, 1884. [1625

THE AUSTRALASIA, CHINA, JAPAN, AND STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, and TASMANIAN PORTS, NEW CALEDONIA.)

THE Steamship

"NAPLES,"

Captain Thom, will be despatched as above on SATURDAY, the 20th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 10th September, 1884. [1701

FOR SYDNEY, AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, AND FIJI.)

THE Eastern and Australian Steamship Company's Chartered Steamer

"LAJU,"

Captain Mann, will be despatched as above on or about TUESDAY, the 23rd September.

Parcels (all of which must be sent to our Office) will be received until FOUR P.M. of the day previous.

Contents and Value of packages must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1884. [1673

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"

Scott, Commander, will be despatched for the above Ports on or about the 24th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th September, 1884. [1666

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENOGLE,"

Captain Hogg, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 9th September, 1884. [1693

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"SOUTHERN CROSS,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 5th August, 1884. [1457

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"GREAT ADMIRAL,"

Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 6th September, 1884. [1671

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"FOREST KING,"

Lockhart, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 9th August, 1884. [1492

STEAM COMMUNICATION TO WESTERN AUSTRALIA.

THE WEST AUSTRALIAN STEAMSHIP COMPANY'S Steamer

"NATAL"

J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fremantle, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton, as notified below:—

PROPOSED TIME TABLE.

NORTHWARD SERVICE.

Leaving Fremantle calling at Geraldton, Sharks Bay, Cossack, Roebuck Bay, and Batavia,

18th	2nd	13th	18th	28th	11th	2nd
March	May	June	July	Aug.	Oct.	Dec.

Arriving at Singapore,

4th	19th	29th	4th	14th	28th	19th
April	May	June	Aug.	Sep.	Oct.	Dec.

SOUTHWARD SERVICE.

Leaving Singapore, calling at Batavia, Roebuck Bay, Cossack, Shares Bay and Geraldton,

12th	24th	1st	10th	20th	5th	21st
April	May	July	Aug.	Sep.	Nov.	Dec.

Arriving at Fremantle.

30th	11th	16th	25th	8th	30th	8th
April	June	July	Aug.	Oct.	Nov.	Jan.

The "NATAL" has a remarkably fine Saloon, and also excellent accommodation for Second and Third Class Passengers.

For Freight and Passage to the above and other Australian Ports, apply to

McALISTER & Co.,
Agents.

Singapore, 5th February 1884. [446

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [554

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS, RENTS COLLECTED. BROWN, JONES & CO., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED. 6, QUEEN'S ROAD EAST. [22

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS AND IRON FOUNDERS, &c., WEST POINT IRON WORKS.

Having commenced business, are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at moderate terms. [1764

THE TOURIST'S GUIDE. REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also